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The Hongkong Telegraph

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TUESDAY, MAY 27, 1919.

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REUTERS' TELEGRAMS.

THE AFGHAN SITUATION.

WHAT OF THE AMIR'S BROTHER?

Simla, May 21.
Reuters' special Peshawar correspondent says it is impossible to ascertain definitely the fate of the Amir's brother, Nasrullah. Former opinion inclines to the belief that he died a few days after the new Amir's accession. The Afghans believe that he is still alive. It is stated that the other day the Amir sent for Nasrullah and offered him the Throne, saying he himself was going to fight at Khyber in the uniform of a common soldier. Nasrullah refused, on the ground that Inayatullah, the late Amir's eldest son, should have been offered the Throne. Another successful raid was carried out yesterday. Quiet and methodical plans have been made to continue the war. Miles of laden camels and bullocks carts are now passing through Khyber-Pass in addition to motor convoys and despatch riders, presenting a wonderful and romantic sight. There are snipers at Sulik in Bazar Valley, but they fear to approach the Pass.

THE ARMISTICE REQUEST.

Simla, May 22.
Reuters' special correspondent at Peshawar writes: A party of 40 Afghans, including Abdur Rahman Khan, envoy at Simla, two Colonels and other officials of moderate standing, arrived at the lines under a flag of truce, claiming the Amir's authority to ask for an armistice. They were sent on to Peshawar. They have no letter from the Amir. The facts of importance connected with the party and its mission are that Bibi Hazrat, the Amir's mother, whose influence on Afghan politics is well known, motored to Jallalabad last week; and that Abdur Rahman, who is well known to the Indian Government, and some members of the delegation represent the Afghan Army, which, according to one theory, controls the Amir; on the other hand, it is suspected that some of the party are people making the Armistice proposal as an excuse for quitting Afghanistan when their own position is unsafe. Several, indeed, frankly said they prefer internment in India than to return to their own country.

Meanwhile the military situation in the Afghan plains has failed everywhere. An Afghan rising in Peshawar City, which was to coincide with the seizure of Khyber Pass, was stopped in time. The Afghans were driven off the mouth of the Pass. The enemy next hoped to raise the frontier tribes, but with the exception of a few outlaws no Afghans have responded. Although their gathering in Mohmand country was supported by a few Afghan regulars, no Lashkar has yet crossed the Karappa Pass. Again, after the defeat of the Jallalabad force at Dakka, the Afghans hoped to make something of an Army in Khost, under Nadir Khan. The last gentleman has been running up and down the Kurram frontier, at one moment on Feiwar Kotal, and then being heard of threatening Tochi; then a report spreads that he is about to lead a force from Ghazni down to Gomil Pass. The fact is that Nadir Khan has also failed to raise the tribes and the Afghan regulars will not move into the Khost Passes till they are certain they have the tribesmen with them. Therefore it is not surprising that the Army leaders should desire peace.

Aldur Rahman was sent across the frontier this morning.

EVIDENCES OF BOLSHIEVISM.

Simla, May 24.
Fresh evidence of Bolshevism in the present regime in Afghanistan is afforded by a striking wireless message transmitted to Moscow by the Bolsheviks at Tashkent on May 20, announcing the receipt of two letters from Kabul, dated April 7, addressed to the President of the Russian Republic. In one, the Amir declared that Russia, by raising the standard of Bolshevism, had earned the gratitude of the whole world and offered the honoured President of the Russian Republic the friendly greeting of his friend Amanullah. In the other letter, Mahmud Tarzi, the Amir's Commissary for Foreign Affairs, expressed the hope that permanent friendly relations between the Bolsheviks and Afghanistan would now be established.

The cynicism with which Bolshevism is prepared to turn the most sacred material to its own base uses is evidenced by another wireless message transmitted almost simultaneously from Tashkent. It emanates from M. Bravine, who has been entrusted with Bolshevik propaganda in the East, and is addressed to the Eastern Propaganda Bureau. It asks that Barkatulla, a renegade Indian whose seditious activities during war are now notorious, should be pressed to finish his promised pamphlet on Bolshevism in the Koran and to despatch 100,000 printed copies in the Persian, Hindustani and Arabic languages by special courier.

MORE AERIAL ATTACKS.

Simla, May 25.
To-day our aeroplanes successfully bombed munition factories at Kabul, securing even hits. A large explosion followed. A second raid on Jallalabad was effective. Several military buildings were damaged and seen to be in flames. The tribal Lashkars in the Gandao Valley were attacked by aeroplanes and it is reported that they were scattered northwards.

WHO PLANNED THE RISING?

Simla, May 24.
Reuters' special correspondent at Peshawar, writing to-day, says: Afghanistan is passing gradually into the hands of Saleh Mahomed, a Commander-in-Chief belonging to the Durpi Poble family who trusted and confided in the late Amir. Although he family joined Amanullah, he was acquitted of complicity in or knowledge of the murder of Habibullah. This fact is important, because in spite of the Afghan predilection for violent crime, the Amir's murder and the subsequent execution of innocent men caused indignation in Afghanistan. Even the border Pathans seem horror-struck. The adherence of Saleh Mahomed alone kept Amanullah on the throne. It remains to be seen which of these planned the invasion of India. Both seem to have been misled on the internal situation in India. The Afghan Postmaster at Peshawar, who is well educated, ill-balanced and emotional, received exaggerated reports from Indian seditious of the Punjab riots who told the Amir that the time was opportune.

It is important to note that the members of the Peace deputation to Peshawar, although admitting that they had no credentials from the Amir, claim to represent Saleh Mahomed and the Afghan Army generally. All say they were ordered to make peace, being themselves unwilling to return to their own country whatever happens.

Profound peace is reported from the Dakka front. The Afghans at Kurram have not crossed Poiwar Kotal. There are signs of activity in the Mohmand country, where Mullah Jan Badshah is demonstrating. It is believed he sees he dare not bring his regulars to Kurram Pass. If defeated, as is certain, by our forces the Shalidar Mohmands will attack them. Jan Badshah is inducing the Mohmands to leave the Afghan Army as a reserve behind. The former are unwilling to leave the Afghan unwashed. The Afghans and tribesmen at Jallalabad are looting the bazaar and are in conflict with the Afghan troops.

MORE LOOTING.

Simla, May 24.
All is quiet on the Dakka front. The inhabitants of Ningrabar realise that if they abstain from hostile action they have nothing to fear from the presence of our troops. Our foraging parties are collecting supplies in the villages, bringing local produce for sale. Two airmen who were recently forced to land in the Bazar Valley have reached Landi Kotal safely. Hostile troops and armed tribesmen recently collecting in Gandao Valley have been bombed by aeroplanes. It is reported that parties of Afghans and other tribesmen who arrived at Jallalabad after our aerial bombardment of the fortifications and barracks on the 21st, freely looted the almost deserted city. The troops fled panic-stricken and the looters helped themselves liberally to the unprotected Army stores. The Nawab of Dir repeats his congratulations on the British success and is confident of the Amir's ultimate ruin. Leading Malik, an important Achakzai tribe at Chaman, have assured the Government of their loyalty.

THE PEACE MANOEUVRE.

Simla, May 24.
After the departure of Abdur Rahman, the late Afghan envoy, across the frontier, two companions, Habibullah and Colonel Ahmad Ali, who were detained at Peshawar pending the arrival of the British Agent at Kabul, produced a Firman signed by the Amir, dated May 20, saying: "To Habibullah and Ahmad Ali, I have been informed by the late Afghan envoy that the Foreign Secretary to the Government of India discussed with him before his departure the question of the cessation of war. Opening the door to peace, I therefore depute and authorise you to go to the battlefield and proceed to the British Camp and discuss the terms of peace. If you find the ground favourable for peace, inform me. In any case it is necessary, and I authorise you to take these steps." The delegates were unwilling to explain why they delayed the production of the Firman until Abdur Rahman's departure. The explanation probably lies in the fact that the Firman was intended for confidential guidance and not for production. The admission of the necessity to discuss terms, though the ground was unfavourable for peace, is hardly in the language of recognised credentials. Both men will be put across the frontier and informed that there is nothing to add to the written message already handed the envoy.

A Bolshevik wireless message from Russian Turkestan continues to furnish interesting sidelights on the new regime in Afghanistan. On the 22nd the Jutogh station picked up a message, emanating apparently from Kuahk, addressed to all Eastern stations announcing the remarkable news that "according to official advices from Kabul-Afghanistan is endeavouring to obtain the support of the tribes on the frontier with a view to securing an exit to the sea by gaining possession of Karachi port."

THE TRANS-ATLANTIC FLIGHT.

HOME AUTHORITIES BELATED EFFORTS.

London, May 20.
The Admiralty has ordered the most thorough search for Major Hawker and Lieut. Mackenzie Grieve. A strong force of destroyers and tugs has put to sea. Aeroplanes will join in when the fog and rain, which are hampering the search, permits. The Air Ministry is adopting measures regardless of expense.

N.C.4 ARRIVES AT PONTA DELGADA.

London, May 20.
N.C.4 arrived at Ponta Delgada at 3.22 to-day.

THE SEARCH FOR HAWKER.

London, May 20.
In the House of Commons Colonel Seely said that up to a late hour the Air Ministry had no news about Major Hawker. There was a possibility that the airmen were picked up by a passing vessel without a wireless, also that Hawker's wireless might have been injured when the undercarriage dropped. Every available ship and aeroplane had been searching in very adverse weather.

ALLIES' REPLY TO GERMANS.

NO SHIRKING OF RESPONSIBILITY.

Paris, May 20.
The Allied reply to Count Rantzau's Note regarding responsibility for the war and reparation, has been handed to Count Rantzau. It draws attention to the impossibility of dissociating responsibility and reparation; therefore, as reparation is admitted, responsibility is involved. It points out that the Germans did not object to Mr. Lansing's Note of November 5, containing an indictment of German aggression and emphasises that the German people cannot renounce responsibility for the actions of the former German Government.

MURMANSK FIGHTING.

BOLSHIEVISTS DEFEATED.

London, May 20.
The War Office announce that a message from Murmansk dated the 19th, says that Poryvenets, the northern extremity of Lake Onega was occupied by the Russians. Before evacuating, the Bolsheviks removed all their males over 14 years of age, also all their steamers and launches. But the lake is icebound; therefore, the vessels cannot go far away.

PRINCE OF WALES' VISIT TO CANADA.

WILL OPEN NEW PARLIAMENT BUILDINGS.

London, May 24.
Reuters' Agency is authorised to announce that the Prince of Wales will visit Canada this year. It is expected that he will leave England in August and will formally open the new Parliament buildings at Ottawa.

WHAT THE WAR COST GREAT BRITAIN.

A STAGGERING FIGURE.

London, May 22.
In the House of Commons at question time Mr. Austen Chamberlain stated that the net cost of the war to the United Kingdom up to March 31st was £2,700,000,000.



THE EMPIRE AIR ROUTE.

The above map shows the Empire air route, described by Major-Gen. Sykes to the Australian and New Zealand Club in London recently. Pioneer flights as far as Karachi, Delhi, and Calcutta have already been made. Egypt will be the starting point of the chain, and eventually a line back to England may be made. In this way a journey to Australia could be made in five or six days. A telegram to hand yesterday stated that the Australian Government is offering a prize of £10,000 to the first pilot of Australian nationality arriving from Britain by December 31, 1920, within 720 hours, on an all-British machine.

REUTERS' TELEGRAMS.

A PARLIAMENTARY BATTLE OVER PREFERENCE.

MR. AUSTEN CHAMBERLAIN'S JUSTIFICATION.

London, May 21.
In the House of Commons on the second reading of the Finance Bill, Mr. McLean moved its rejection, objecting to the policy of Preference and the absence of a levy on capital. Mr. Chamberlain at length combated the Liberal criticism regarding Imperial Preference. Preference was to reform our whole policy. He insisted that Preference would be given in cases where capital was to be expended in one of the Dominions—(Cheers)—also that the Government decided two years ago that purchases on their behalf if not made in Great Britain should be made in the Empire Overseas rather than in other countries, and the Government recently instructed all its departments to give effective preference in Government contracts to Overseas, both as regards offers to tender and price.—(Cheers.) Mr. Chamberlain pointed out that the policy of Preference had been hailed with enthusiasm in the West Indies and was approved by every Dominion. It obtained friendly recognition by the High Commissioner of Canada while people in South Africa were grateful and hopeful. They saw in it an opportunity for the development of their industries.

Referring to the criticism that the policy that he "threw away £3,000,000 for nothing", he asked was it nothing to respond to the desire, wish and hope expressed by every Colonial and Imperial Conference for 15 to 20 years by Overseas representatives (Cheers)—was it nothing that we should at last fall into line with the policy first suggested by a Cape Dutchman and then endorsed by men of every race. The Liberals' real objection was to the recognition of the fiscal unity of the Empire.

As regards the demand for a Commission of Inquiry into a levy on Capital, Mr. Chamberlain said the question presented the greatest difficulties and would cause insecurity and fear at a time when we were face to face with a floating debt for which we must provide. Mr. Clynes said the working classes were of the opinion that the Budget additionally taxed them and gave capitalists another £50,000,000 yearly. Mr. Clynes ridiculed the idea that Preference could affect our relations with the Dominions Government. They could not reward the men of the Dominions by putting into the pockets of certain traders large sums of money.

The amendment was rejected by 317 votes to 72.

THE AUSTRIAN PEACE TERMS.

Paris, May 20.
The Austrian peace terms will be practically on the same lines as those of the Germans. It is expected that they will be presented early next week.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS MERCANTILE MARINE.

THE COMMISSION'S SUGGESTED SCALE.

Singapore, May 26.
The Straits Shipping Commission's Report has been issued. It recommends for Masters and Chiefs a salary of \$420, rising to \$540; for First Officers and Second Engineers, \$320 to \$380; for Second Officers and Third Engineers, \$210 to \$240; as well as leave and hospital pay. The Report recognises the men's rule that members shall have the right to refuse to sail with non-members.

MALAYAN AIR SQUADRONS.

Singapore, May 26.
General Borton, the aerial expert, writes to the Governor in praise of the fine work in Malaya of the Malayan Air Squadron, 124-64-4, Alms Peter of 1919.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s 6.7-16d.

The Weather.

Forecast—Fair. Barometer—29.76. Temperature 2 p.m.—80. Humidity 2 p.m.—66.

LEST WE FORGET.

I am son of a Louvain professor. I met at Fumes, whilst I was with the army, a man who was a refugee from Louvain. He had been some 25 years in the service of the Louvain University as a porter, and is well known to me, a man of integrity. He came to give me information as to the happenings at my father's house, of which he had been left in charge. He told me that when the Germans arrived at Louvain they took possession of my father's house and completely looted it, taking away all portable articles of value and destroying the furniture and other contents. That they stabled horses in the drawing-room. That they destroyed, tore up, and threw into the street my father's manuscripts and books (which were very numerous) and completely wrecked his library and its contents. That finally the Germans burnt the house together with all others in the neighbourhood. The manuscript of an important work of my late father which was in the hands of a printer.—Official deposition of a Belgian refugee before the Committee on German Outrages.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

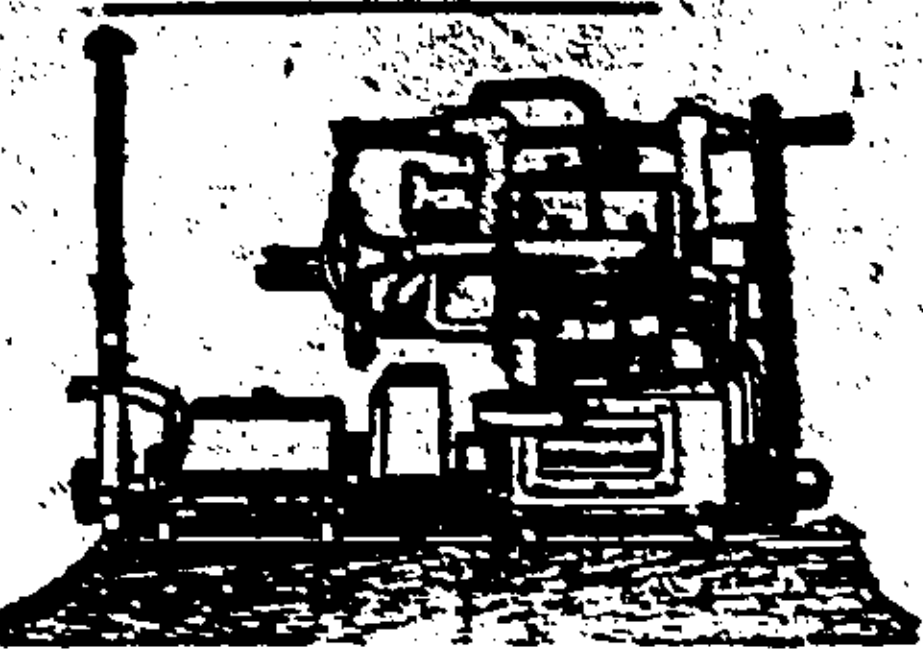
THURSDAY, MAY 29.

"Star" Ferry Co. Ltd.—Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co. Ltd.—11.30 a.m.
Peak Tramways Co. Ltd.—Meeting of Shareholders at the Hongkong Hotel—Noon.

THURSDAY, JUNE 1.

Hongkong Horticultural Society—Annual General Meeting.

NOTICES



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RECONSTRUCTION.

HOW AMERICANS ARE FACING IT.

[Buffalo, April 7.—What are the
American people thinking about?
Certainly one doesn't find the answer
in Paris, or in Washington. What
are America's after-the-war condi-
tions as compared with those that
keep Premier Lloyd George hurrying
back and forth across the English
Channel from the Peace Conference
or that make Premier Orlando nervous
as he sits in Paris but worries
about Rome? What of Bolshevism
and unemployment and business
stagnation? Is America standing
still waiting on the Peace Confer-
ence or are war industries being
converted to peace utilities?

To get a glimpse of America in
the transition period, to estimate
at its true political value the
wave of radicalism or liberalism,
one must turn from the councils
of statesmen abroad and the
atmosphere of the political-minded
in Washington, traverse the
country talking with representa-
tive men of all factions of politics,
of all classes of society—the man
of the street as well as the man
of the club. What is one city's
experience may be of guidance
to another community.

Buffalo seems a case in point.
Here they have had all the symp-
toms of an after-the-war disten-
per, some of the germs but none
of the dire effects which pes-
timistic persons were predicting
would become epidemic in
industrial centres where war
plants sent wages sky high and
prices, too. Buffalo hasn't ad-
justed itself fully to the changing
conditions and seems to be in the
middle period yet, but it has had
its Bolshevik scare, its "Work-
men and Soldiers and Sailors"
councils, as well as its returning
soldiers walking the streets in
search of jobs. It has had its
trouble with amateur commit-
tees of well-meaning but in-
experienced persons who know
very little about employment
problems. Finally the city organized
its business men and its em-
ployers into a committee, includ-
ing wholesale, retail, and factory
interests. System has been sub-
stituted for confusion. Ten
soldiers looking for jobs in ten
different places no longer make
the total one hundred because of
a failure to check up applicants
registered with the numerous
auxiliary organizations trying
to help the returning heroes.

All employers have entered
into an agreement to give jobs
back to those who left to enter
the Government service. The
card index and a few business
men able to get things done have
taken hold, and I am assured
that soldiers who want to work
and not loaf are able to find
employment and that this city
has thus far taken care of most
of those who have come back as
well as many who came here
from other cities.

Perhaps the Bolshevik scare,
insignificant as it was, awakened
employers to the possibility that
unemployment might breed germs
of unrest if not nipped in the
beginning. Anyway, the few
agitators who sought to imitate
comrades from the other side
of the world by capitalizing the
unemployment situation, failed
utterly. They could not have

been spokesmen for any consid-
erable part of this city, which has
a large population, or the public
would not have so readily ap-
proved of the city council's
decision to withhold permits to
parade or hold meetings at which
the overthrow of our Government
by force might be preached, as
had been the case in the few
gatherings of leaders held in
recent weeks. The city Govern-
ment's refusal to give legal
sanction to these demonstrations
brought forth no general protest
that the rights of the Constitu-
tion were being denied. To men
who cared nothing about the Con-
stitution it was considered iron-
ical to invoke these guarantees.

The Mayor was a bit fright-
ened when the agitators threat-
ened to parade, permit or no permit,
and he talked with Albany about
sending troops, but a con-
dition of police frightened the would-be
agitators and the scheduled de-
monstrations didn't materialize.
One of the Socialist newspapers
printed no comment other than a
photograph of McKinley monu-
ment with the police armed with
rifles and bayonets, patrolling its
pedestal as if to suggest, perhaps,
that clubs would have been quite
sufficient.

Buffalo found out who was at
the bottom of the agitation, just
how the foreigners had been led
to think that by marching down-
town at the behest of the leaders
a raise in pay or a diminution of
working hours would be forthcom-
ing and just what the discontent
amounted to in the different parts
of the city. Remedial measures
were promptly instituted through
the responsible business men.

So to-day the situation is in
hand, and returning soldiers and
sailors are being helped if they
want to be helped. Soldier pre-
ference is being exercised in giv-
ing jobs to the unemployed but if
it is overdone to such an extent
that civilians are discharged to
make way for the men in uniform
there will be much unrest and
anxiety and possibly disturbances.
There are many more persons
who weren't able to go to war in
Buffalo than those who did go,
and if great numbers get on the
anxious seat because they fear
dismissal at any moment to make
openings for the newcomers,
some of our friends here fear a
recurrence of agitation. But
while some employers may be us-
ing the argument to get efficiency,
it cannot be said that the
doctrine is being practiced.
Strictly speaking, as the quantity
of labour increases, the quality
must improve because the laws
of supply and demand are always
operative.

There have been comparatively
few cases of any large reduction
in wages. Some employers say
they don't mind the high level,
provided the labour leaders are
wise enough not to misconstrue
such assent as a reason to
ask for more and provided the
men will not loaf on the job they
actually produce dollar for dollar.
So much for labour. Politics,
curiously enough, interests the
clubman, but hardly the man on
the street. The League of Nations
is more or less an academic ques-
tion to many of the foreign-born
here, but this is no sign
that the masses would not
take a definite stand were they
to have the subject carefully
explained to them in simple
terms. Among the
classes who usually take an

RUSSIAN AFFAIRS.

WHAT IS HAPPENING?

An illustration of the difficulty
of getting any accurate in-
formation concerning what is
going on in Russia is shown by a
statement appearing in *New
Europe*. This is a weekly
magazine, very ably run by a
committee on which sit men like
Mr. Wickham Steed, Editor
of the *Times*, Colonel
Buchan of the Propaganda
Department, and Dr. Bezon
Watson, who also has official
connections. Some months ago
New Europe published a state-
ment to the effect that the
Bolshevik Government had issued
a decree "nationalising"
women, meaning that all women
are made prostitutes by law.
The statement was widely disse-
minated, being quoted all over
the world. Dr. Harold Williams,
a strong anti-Bolshevik writer,
and a member of the Lloyd
George organ, the *Daily Chronicle*,
now writes to *New Europe* stating
that there is no truth in the al-
legation, that no such decree has
been published by the Bolshevik
Government, and that the story
probably had its origin in the
writings of some obscure an-
archist organisation. *New Europe*
has been so impressed by this
denial on the part of a writer
with such authority on the
affairs of Russia, that it
now "withdraws" unreservedly
the imputation and expresses
regret for the mistake. Mean-
while the falsehood has been
circulated throughout the length
and breadth of the earth, and
many thousands who have read it
will never see the correction. Even
the *Times*, which a few weeks ago
contained a re-hash of the story,
has not thought fit to contradict
it, notwithstanding that the
editor of the *Times* has a
seat on the committee of
management of *New Europe*.
Again, the general impression
conveyed to the reader of the
English Press is that the Bol-
shevik regime is one of sheer
destructiveness; that art has
perished and morals gone entire-
ly by the board. It is now stated
on excellent authority that life
in Moscow provides more
aesthetic pleasures than London.
Challapine is singing nightly
to packed houses in
opera—French, German, It-
alian, as well as Russian; the
ballet is in full swing; and on
any evening in the week the
theatres offer a wide choice of
classical and modern plays—
Shakespeare and Moliere as well
as Tchekov and Gorki. More-
over, in Petrograd the Hermitage
and Alexander III. Museums are
now more full of pictures than
they ever were before. They are
well looked after, no pictures
have been stolen or damaged. On
the contrary, many people have
sent to these galleries the best
works out of their own private
collections. "What is truth?"
said Pilate.

interest in public affairs, interest
in the League is described as
most intense. At the outset
there was a tendency to divide
on party lines, with the Democrats
for it in the main or indifferent,
and with the Republicans almost
solidly opposed. But the
situation has changed, in
the last month. The expressions
by Elihu Root and Mr. Taft, the
Lodge-Lowell debate, and signs
of a willingness in Paris to con-
sider the Republican point of view
have had a noticeable effect on
everybody but the irascible
standpatter, who still is loath to
look favourably on anything of
Democratic origin or who thinks
the world has got along heretofore
without a League and can do so
again. But among the thinking
men of all parties the drift is
unquestionably toward a League
of Nations.

This may be due to a fact that
Republicans are being given
some consideration at last, or it
may be due to the fact that the
idea is being more accurately
explained or that the public
now expects the covenant to
be so amended as
to meet the principal objections
raised heretofore. Anyway, a
League of Nations is fully ex-
pected to be presented to the
representatives of the people at
Washington before long, and folks
in this section would be immen-
sely pleased if the Paris Confer-
ence would only hurry up and
get that as well as the peace
treaty done, whether one is a part
of the other or not, but done.
That's the emphasis here—
peace—even if the price is the
surrender of a little vanity here
and there on the part of the men
in Paris who are trying to make
a perfect world for plutocrats and
proletariat alike.

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GOLF.

A PLAYER'S BEST AGE.

A recent article on the best age for ball games made no mention of golf, and one felt grateful to the writer for his iron self-control in that he did not even allude to it as "an old man's game."

If he had tackled the question he would have found it not only extremely bewildering, but one of some considerable delicacy. For indeed, Mr. Bantam's horrified whisper to Mr. Pickwick: "Nobody is fat or old in Bath," is to-day, with the necessary alteration, peculiarly applicable to golf.

Nobody, so far as we know at present, can play golf quite so well as Vardon, Braid, and Taylor, and two of them were born in 1870 and the other in 1871. Taylor, by the way, is the youngest of the three, and with characteristic impetuosity of youth has just been infuriating the Scotsmen by wild statements that they do not know how to play their approach shots. 1869 is still regarded as one of the great vintage years of amateurs.

It produced the late Mr. F. G. Tait, Mr. J. L. Low, Mr. H. S. Colt, Mr. Sidney Fry, and Mr. Hilton. The answer to the arithmetical problem involved leaps to the eye. It is painfully easy to do the sum, but not at all easy to find an amateur warranted to beat Mr. Hilton.

"IN THEIR POMP."

It would be simple enough to probe yet further and to pile up statistics at once glorious and brutal, but it would tend to no definite conclusion. The real, tactless question is not whether these and some other illustrious veterans are to-day better than young whippersnappers of 35 or so, but whether they are as good now as when they were, to use an expression of Davie Aytoun's "in their pomp." Mr. Horace Hutchinson once wrote that no amateur was at his best after 30. At first sight it would seem that he must have written in a mood of temporary depression and that he disproved his statement by his own play. But his two Amateur Championships were won when he was 26 and 27 years old respectively. On the other hand he was 31 when he achieved perhaps his best and certainly his most unlucky performance, namely, that of leading the first 36 holes in the very year that the competition was first extended to 72 holes. Mr. Hilton's two Open Championships were won in 1892 and 1897.

Fourteen years after his second win he came within two strokes of beating Vardon and Massy at Sandwich and winning yet another. I shall always think that if a good tee shot to the 13th hole had not been trapped in a nasty little invisible corner of a bunker. But it is useless to dwell on "ifs." Enough to say that had he won it would have been, from a sentimental point of view at least, the greatest of all victories. I believe, however, that Mr. Hilton would agree that he played the most consistently brilliant golf of his life in the year following his second win at Hoylake in 1897, and he was then about 28 years old. Mr. John Ball won his one Open Championship at Prestwick in 1890 when he was 27. He has been winning Amateur Championships more or less ever since, and the circumstances of his last victory in 1912 were among the most obviously splendid of all: Westward Ho! stretched to the last inch, wind and rain, Abe Mitchell, then Mr. Abe, driving the ball out of sight, and a struggle prolonged to the 38th hole. But those who were playing in championships in the late eighties and early nineties are united in stating that the most terrible Mr. Ball was the one that they had to meet; not more accurate, perhaps, than the one of the twentieth century, but with more sting and more fire and an even greater power of launching at supreme moment a thrust that no one could parry. Mr. Laidlaw won his two Amateur Championships at 29 and 31 respectively.

Mr. Leslie Balfour Melville scarcely affords a fair example because, astonishing as it may appear, the books tell us he was 32 when the Amateur Championship was instituted in 1886. He had to wait nine years before he won it in 1895, and it was seven years after that again that he won the autumn medal at St. Andrews with a 77, having won it for the first time 27 years before with a 93.

LATE BEGINNERS.

Golf is not a team game, and so there is no great inclination to

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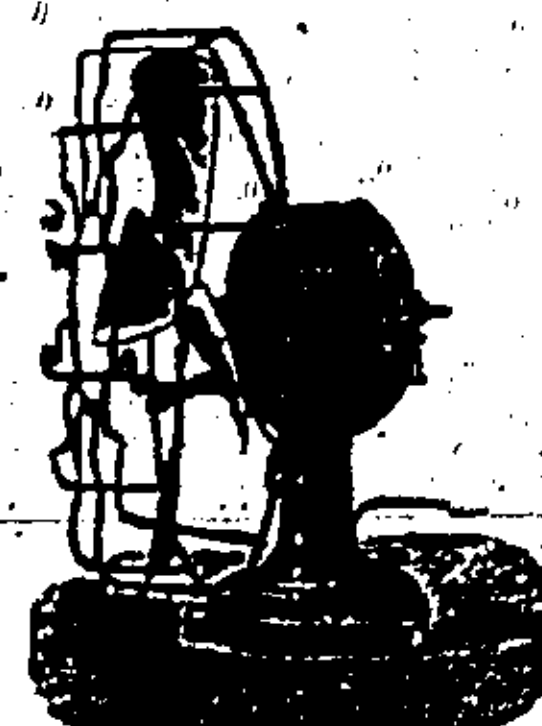
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work out the average age of players as in some famous cricket match. I have, however, in a scrap-book one document that tempts me to do so. It is a copy of the menu of a dinner at Hoylake after the first Amateur International March in 1902. Under the influence of the Royal Liverpool Golf Club's admirable fare each player not only signed his name on the menu, but confidently wrote down his age after

it, and there are the figures now "to witness if I lie." The average age of the Scotsmen, who won, was 34 and a fraction. They had four players in the forties, two in the thirties, and four in the twenties. The Englishmen had one player over 50. Mr. Charles Hatchings, destined a few days later to be a champion, four forties, three thirties, and four twenties, and their average age was exactly 33.

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The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 27, 1919.

HOPES FOR CHINA.

Whilst it is true that many of the utterances made from time
to time in the Carlton Hall, London, regarding Eastern affairs are
rather more airy and idealistic than practical, the Anglo-Chinese
meeting held there recently under the auspices of the League of
Nations proved to be an occasion on which a deal of common-sense
advice was offered to China. Indeed if there were any immediate
hopes of the Chinese paying heed to the words of the speakers, we
should have high hopes of the country. Lord Bryce mentioned one
or two urgent necessities when he asserted that China needed a
uniform system of law and Courts of Justice, also proper currency
and the exploitation of her mines and other natural resources by
foreigners. These, admittedly, are matters which have been
impressed upon the Chinese for many years past, but they are
particularly deserving of notice now when in many Chinese quar-
ters the demand is made for greater consideration for China and
her inclusion amongst others than the lesser Powers.

It is perfectly true, as Lord Bryce said, that the Chinese are a
strong and virile race; but other attributes than these are required
before China can step into the position which could be hers if she
really strove hard to attain it. Industrially, the Chinese are
amongst the most wonderful people of the world, but industriousness
alone will not carry a nation far. There must be some semblance
of national unity and political sagacity, and in both these respects
China falls woefully short. A country where there is so much
political jobbery and where confusion reigns in regard to law and
currency cannot expect to forge ahead. And that is why reforms
of a most thoroughgoing character must be carried out if the
Chinese are to win a place amongst the enlightened Powers of
the world. The alternative, as Lord Bryce rightly says, is bank-
ruptcy and anarchy. On that point there can be no doubt whatever,
for recent happenings in China have all tended in the direction
of these two things. What else can the interminable squabbling
and wrangling end in? And yet whilst the danger is ever
present and is being constantly pointed out, no leader of the nation
comes forth to save it from destruction. We are warranted, there-
fore, in believing that reform must come from without, not from
within. If China cannot clean her own stable, some one else must
do it. And so we have Lord Bryce advocating that the whole
problem of reconstruction should be taken in hand by the League
of Nations. As he says, no nobler work could await the League
than to help in saving a great and ancient nation from its present
strife and possible anarchy. There is certainly a great opportunity
here for the League, once it is functioning, and as the members of
the League are pledged to work on lines of open, just and honour-
able conduct, China ought to have no fears in entrusting the work
to such a body.

Sir Charles Addis says that the great canker in the life of China
is military despotism. That is the truth. We have seen what the
intermeddling of militarists in the country's politics has done for
China. And we may rest assured that there is, as great a need
to-day to kill militarism in China as there ever has been in
Europe. We see that at the same meeting, Mr. McCurdy declared
that China's real contribution to the League would be to help to supply
a foundation of pure morality. That, we fear, is a typically Car-
ton Hall declaration. We do not see, judging from China's political
activities, that any great morality may be expected from that
quarter. For honesty in politics is not, nor ever has been, a point
in which the Chinese shine. However, China has an
opportunity now. But she must trust others, and especially those
who have during trying times stood by her. With earnest effort on
her part, aided by the sympathetic help of others who really wish
her well, she may yet attain to a high position amongst the nations
of the world.

NOTES AND COMMENTS.

FLYING THE ATLANTIC.

The telegrams in connection
with the attempt to fly across the
Atlantic are very confusing on
the point as to whether any of
the machines have successfully
completed the journey. What
information is to hand, however,
is not very encouraging to those
who looked for the accomplish-
ment of the feat in such a
manner as would give hope of
future trans-Atlantic flights
attaining more useful objects than
risky spectacular feats of airman-
ship. Judging from the information
to hand, if one or more of the
machines gets across successfully
all that will have been gained will
be the possibility of saying that
the Atlantic has been flown and
that any further attempts
in the near future would
merely be the taking of risk of
loss of life for no very useful
immediate purpose, just as it was
said of polar expeditions being or-
ganised after the Poles had once
been explored. It would appear
that a flying machine of far
greater capabilities than the pre-
sented airship or aeroplane, won-
derful though these machines are,
will have to be invented, with
more efficient means of indicat-
ing direction, before flying the
Atlantic can be considered any-
thing more than an experimental
venture carried out in the inter-
ests of the world's commerce.
All the same, we cannot withhold
our admiration for the skill and
bravery of such men as Hawker
who lead so that others may follow.

AMERICAN POLITICS.

In a leading article recently,
we mentioned the current belief
in many American quarters that
the coming Presidential election
will result in a sweeping victory
for the Republicans. A message
to hand yesterday lends support
to that viewpoint, for at the open-
ing of Congress it was apparent
that the Republicans controlled
both Houses, their nominees
being selected both for the Presi-
dency and for the Senate and for
the Speakership of the House of
Representatives. It is thus obvious
that the Democrats will find the
future full of difficulties, for they
are now up against a solid opposi-
tion, which dislikes President
Wilson and his Party, and which
may be counted upon to show
their disapproval of legislation to
which they object. It seems for the
moment as if the Democrats have
become just as unpopular in the
States as the Liberals have been
in Britain during the past few
years, and we have heard the
view expressed that it will be
very, very many years before
they once again come into power.
The future will illuminate us on
that point, but certainly just now
President Wilson and his
supporters appear to have been
forced into a most uncomfortable
position.

FACE-SAVING?

We think there is now very
little doubt that China will even-
tually sign the Peace Treaty, in
spite of all the hullaballoo that has
been created over the Tsingtau
question. The chief delegate in
Paris has now informed the Pek-
ing Government that both the
British and French Foreign Minis-
ters have guaranteed the return of
the Shantung Peninsula to China
and this has led him to express
the opinion that China's position
is thus better than under the
former proposal of putting Tsing-
tau under the control of the Five
Powers. In reply to his sugges-
tion that he should now sign the
Treaty, the Peking Cabinet has
advised him that he must get an
absolute assurance and not sign
until absolutely necessary. If it
be so that the British and
French Foreign Ministers have
given the assurance and that
Japan has in black and white
agreed to the eventual return
of the Peninsula, we do not
know what other assurance
China needs for the time being.
The delegate is not to sign "until
absolutely necessary." That is a
bit of face-saving, we suppose.
In the circumstances, China
would do well in her own inter-
ests, to subscribe to the Peace
Treaty, even though some of its
terms may be unacceptable.
Later on, if her cause is a good
one, and she shows some capacity
to govern, she will get her full
rights. We have no doubt about
that.

The following cargo was
shipped by the Dilwara on Satur-
day.—For London, 65 bales of
raw silk; 500 cases of cassia buds
and 200 bales of cassia. For
Gibraltar, two cases of silk goods
and two cases of pounce silk.
For Lyons, 252 bales of raw silk.
For Marseilles, 93 bales of raw
silk.

DAY BY DAY.

THERE IS APT TO BE A BITTER
TASTE IN A MAN'S MOUTH AFTER
HE IS FORCED TO EAT HIS OWN
WORDS.

The report of the Rev. J. Kirk
Maconachie's sermon is held over
until to-morrow.

We congratulate the *Religion &
Patria* on reaching the 5th
anniversary of its publication.
This review was started in
May, 1914, and since then has
considerably improved.

Great projects for improving
the harbour of Macao are again
talked of. Much money has been
spent for this purpose without
any result. Will it this time
result in beneficial effects? We
shall see.—*Religion & Patria*.

The Hongkong Tramway Com-
pany's receipts for last week
were \$14,300, compared with
\$13,732 for the same week last
year. For the 21 weeks of the
present year the aggregate re-
ceipts are \$297,181, as against
\$280,948 last year.

The early bird catches the
worm. An early thief this morn-
ing caught some fish from an un-
suspecting owner. A district
watchman soon afterwards caught
the thief. The latter was to-day
ordered to pay a \$5 fine, or go to
prison for seven days.

For the convenience of pas-
sengers embarking by the *Neuralia*,
tenders will leave the P. and O.
jetty at 12.30 and 2 p.m. on the
29th instant. Baggage cannot
be conveyed on these tenders,
but will be received at the jetty
between 7 and 10.30 a.m. on the
same day.

Next Thursday being the first
of the Ascension of Christ, there
will be celebrations of the Holy
Communion in St. John's Cathed-
ral at 7.45 a.m. and 11 a.m. The
service at 7.45 will be choral and
that at 11 will be plain. There will
be Matins at 10.30 a.m. and Even-
song will be sung at 6.30 p.m.

The Victoria Theatre manage-
ment intimate that at Wednes-
day's matinee when "A Dog's
Life" will be screened there will
be no half-prices for adults, but
children will be admitted at half-
price, except to the dress circle. In
future, owing to the demands of
the patrons of the Theatre, there
will be a matinee every Thursday.

Mr. D. M. Larkins and Mr.
Alleston, of Messrs. Reiss and
Company, arrived in the Colony
on the s.s. *Idemoneus* on Satur-
day last. Mr. Larkins will
proceed to Dairen, whilst Mr.
Alleston remains in Hongkong.
Mr. R. C. Witchell, of the Sanitary
Department, also returned by
the same steamer.

To gratify his taste for tinned
fruits a Chinese, who had not the
money to buy them, stole two
bins of pineapples from a ship
lying alongside the Kowloon
godowns. The godown watchman
was later surprised to see a
hump-backed man coming to-
wards him. He felt underneath
the man's coat for the hump,
which was discovered to be two
bins of choice pineapples. The
thief has now to go to prison
for three weeks.

During last week there were
notified 41 cases of plague (37
deaths), nine of cerebro-spinal
fever (three deaths), one fatal
case each of enteric and small-
pox and one non-fatal occurrence
of diphtheria. The last named
was British; all the others Chi-
nese. Since then, there have been
six cases of plague (four deaths),
two of cerebro-spinal fever (none
fatal) and one fatal case each of
diphtheria and small-pox, all the
sufferers being Chinese.

The peak storeroom of the
Tosan Maru was the hiding place
for the treasure of two Japanese
seamen. When Revenue Officer
Wildin, with a party of searchers,
boarded the ship on Saturday the
Japanese were very uneasy lest
their treasure should be discover-
ed. They buzzed in great excite-
ment round three of the searchers
who were detailed to enter the
storeroom. One of the Japanese
offered two \$100 notes to the
searchers to "keep blind." The
searchers would not "keep blind,"
but continued their search with
fresh vigour and soon discovered
165 lbs. of opium. The Japanese were
remanded on a charge of being in
possession of the opium. A
further charge of bribery was
also proceeded with against one
of them. They have been re-
manded until Friday.

AN ISLANDER'S DIARY.

(BY "AJAX.")

The week's separation inspires
me to flippant irreverence. "Have
you ever heard me preach?"
asked Coleridge of Lamb one day.
"M-m-m-y, dear f-f-f-f-fellow,"
replied the stuttering Charles.
"I have n-never heard you do
anything else." I do not wish to
be a kind of wild curate. I am
not one. The man-in-the street,
if he may be said to have an
interest at all beyond that of
trying to keep cool during these
"dog days," has had interest
created in the Guimaraes case.
The prosecution of a Police
Reservist is always full of interest
owing to the very large number
of men who are members of the
Police Reserve Force. It recalled
to mind those lines:

Here and there some stern,
high patriot stood,
Who could not get the pace for
which he sued.

We have been told that Mr.
Guimaraes was guilty of in-
subordination. This is probably
an extreme view, and his defence
has earned him many admirers
amongst his community. It
must not be forgotten that Police
Reservists are men who serve the
Colony gratuitously, without any
remuneration, and hence cannot
be classed with men of the Regular
Police. While it is essential that
discipline must, nevertheless, be
maintained whether the men
composing the Reservists draw a
salary or not, there should be
some elasticity in the enforce-
ment of same when we consider
that the Reservists joined
only as fill-ups in the
ranks of the local Police
Force and to protect the Colony
from internal risings and distur-
bances. It was purely a war
measure, and it speaks volumes
for the Reservists that for over
four years they have, in spite of all
discomforts, discharged the duties
that have been allotted them. Con-
sidering that it was a war
measure, it was not necessary,
however, to insist on quite the
same standard as was required
when fighting was in progress,
and everything should have been
done with a view to rendering
the obligation imposed upon
members of the Force as
little burdensome as pos-
sible. The main object in
the inception of the Police
Reserve Force is now relegated
to the background and its revival
cannot be contemplated save in
the presence of a grave
emergency. It is intended, I
believe, that at all times the
Hongkong Police Reserve Force
shall be regarded as a force to be
employed only in a situation
which demands the men, not to
replace the regular Police, but, on
the contrary, to fill a gap when
the Regular Policemen are not
available either at all or in
inadequate numbers, and then
only for such time as will suffice
for the relief of the Reservists
by the Regulars.

I earnestly hope that the
Hongkong Government will not
attempt the impossible. No man
can be engaged in commerce and
at the same time be a fully-train-
ed Policeman. There is a period
of highly competitive reconstruc-
tion before us. In the mainte-
nance of law and order under
exceptional circumstances the
business man and the office clerk
will help, but they will not
consent to provide a fully-trained
Police Force or, as a matter of
fact, a fully trained garrison and
so have the Government's re-
sponsibility and expense of
providing adequately against
emergencies. We are willing to
be trained for local emergency
and for wholesale mobilisation as
the result of war. More than this
the Government must not ask.
Regulations, again, must be in
the hands of people who under-
stand the special conditions of
trades.

I learn that the Hongkong
Government is contemplating
getting an experienced man
from India or the Straits
Settlements to take charge of
the local Police Force. The
fact is that although Mr. Mc I.
Messer has been confirmed in his
substantive appointment of
Colonial Treasurer, Mr. E. D. C.
Wolfe is still acting Captain
Superintendent of Police. There
is no gainsaying that Mr. Wolfe
has imported a disciplinary tone
to the Force and has taken to
sterner measures than his pre-
decessor did in the suppression of
crime. Of the two, it can be safely
said that Mr. Wolfe has achieved
in six months what Mr.
Messer failed to secure during
his tenure of the post of Cap-
tain Superintendent of Police.
The pitching of the Cadez into

positions which demand a life-
long study is one of the blighting
errors of the Colonial Govern-
ment. In this case I do not speak
with special reference to the Police,
although the Police, as I have
previously argued, is a vital organ
of the community and it is em-
phatic that only an experienced
man should pilot that department.
It is a suicidal policy to experiment
with important departments. Is
there anything more farcical
in any country than the
spectacle of a Postmaster
or a Sanitary Board head being
entrusted with the task of tack-
ling criminals? In no British
Colony is such an insensate idea
pursued. Take Mr. Messer's
case, for instance. He has had
experience (not profound by any
means) of Post Office adminis-
tration, has been in charge of
the New Territories, held the
office of President of the Sanitary
Board, been Land Officer
and in the course of
his official evolution been hurled
into the seat of Captain Superin-
tendent of Police. It is not his
fault if he did not prove a success
as C.S.P., for, after all, he has had
no previous training in the com-
plex metaphysics of criminology.
By training and hobby, Mr. Messer
was destined for accountancy,
and in his new post as Colonial
Treasurer he has, no doubt, found
his metier.

In Mr. Wolfe's case we have
the same complaint. A Post-
master, Magistrate, Sanitary
Board President, *ad hoc* *genus*
omne jammed into the C.S.P. ship.
The Government of Hongkong is
underrating the importance of
some of our most important
departments. This is a momen-
tous question. A man who has
not a thorough experience of
criminals and their ways should
never be made a Captain Superin-
tendent of Police. In England,
India and elsewhere heads of
Police are men who have devoted
a life-long study to criminology
not only in their own respective
countries but studied the Police
methods of large capitals, like
Paris, Brussels, Berlin and New
York.

The usuries of the Star Ferry
Company still provide table-talk.
Every batch of tourists who visit
this Colony are astonished to find
such a usurious levy made by the
Ferry Company on their patrons
for a short trip from Hong-
kong to Kowloon. The residents
of the Colony have been and
are being butchered to make a
Star Ferry holiday. I do not
see why a monopoly like the
ferry service should be given to
any concern. The mischief or
lack of foresight in imposing
stipulations on the Ferry Com-
pany at the time when the Gov-
ernment granted the Company the
lease, with regard to the maximum
fare that could be charged
by the Ferry Company, is
being seen to-day. The Star
Ferry Company enjoys a monopoly
with no terms or conditions
attached to it, it can charge any
fare it likes, has the whole pier on
the Kowloon side to its own use
and with a contract that has got
to run another few years, it has
eliminated all possible com-
petition and can afford to be
different to all that is said against
it. This is a disgraceful state of
affairs.

There is a ferry service, under
Chinese management, between
Yau-mati and Shamsuipo and
Hongkong. The distance be-
tween Hongkong and Yau-mati is,
I think, twice as much as be-
tween Hongkong and Kowloon,
and yet the fare charged is half
that of the Ferry Company. Go
ahead, Star Ferry Company,
charge a dollar a head for a
trip to Kowloon. Do as you
please; no one can say aye or
nay to you. The Colony is at
your mercy, residents cannot
travel in any other ferry and
hence is resigned to you. Thank
God, there is little chance of
Constitutional Reform going
through. It will be a black day,
in my opinion, for the citizens of
this Colony if ever it is sanction-
ed by the Secretary of State for
the Colonies. We know what
an unofficial majority in the
Legislative Council would
stand for—you and I and I and
you—in the words of the old
song. More contracts like that
enjoyed by the Star Ferry Com-
pany will be given out under the
dispensation of the Unofficial
Majority Rule. Now the lid has
been put on all such attempts,
and all new monopolies for public
utilities are being carefully ex-
amined with ponderous provi-
so that unless the Reformers
succeed in getting an unofficial
majority on the Hongkong
Legislature the days of such con-
tracts as the Star Ferry lease are
over for ever.

HONGKONG PEACE
CELEBRATIONS.

THE FIREWORKS DISPLAY.

If the Peace Celebrations in
Hongkong are likely to be memo-
rable, there is certainly every in-
dication that the promised pyro-
technic display will be
absolutely the finest possible
obtainable for the Government
has brought from Seattle Mr.
W. E. Priestly, of the Hitt Fire-
works Company, Inc., to
superintend this part of the
celebrations. Mr. Priestly
promises something which
has never been seen in this part
of the world before, and when it
is said that he superintended the
fireworks of the Panama Pacific
International Exposition there
can be little doubt that the
promise will be made good.
In addition to set pieces and
other well-known forms of
pyrotechnic display, Mr. Priestly
will introduce many of the
firework devices used by the
American Army during the war,
and since Mr. Priestly's firm's
plant in Seattle was taken over
for this purpose, he will certainly
be in position to show us exactly
what was used.
The fireworks will comprise
illuminating bombs, rockets, star-
shells and signal bombs. The
display will be given from a
string of lighters in the Harbour,
so that it may be seen equally
well from either the Kowloon side
or the Hongkong side.



MR. W. E. PRIESTLY.

Asked for further details, Mr.
Priestly said he was not in a
position to say more, as the
Government of Hongkong wanted
the display to be a surprise.
Talking about his firm, how-
ever, he was more com-
municative. One of the inven-
tions brought about by the war,
and for which the Hitt Fireworks
Company were responsible, was
a new type of shell known as the
"message shell." This shell
was first used by the Ameri-
cans on the Argonne front. The
invention consisted of a rocket
which could be fired about half-
a-mile. Inside the rocket was a
receptacle which could contain
a message. When the shell re-
ached the spot where it was
desired to drop the message a
parachute was released and when
it dropped on the ground it
smoked, this being for the
purpose of indicating the spot on
which the message had dropped.
At night time a light took the
place of the smoke. The object
was to get messages through
to men who were "barraged,"
which was formerly done with
considerable sacrifice of life by
sending men through No Man's
Land.

Last year Mr. Priestly was
employed by the U.S. Govern-
ment to inspect shipments of war
material in Japan, after which he
was taken over as instructor.
Mr. Priestly has had much
experience also in the mat-
ter of firing message
rockets and other fireworks by
electricity and also in firing such
rockets from aeroplanes and
kites, which was also done by
electricity. For his work in
connection with the Interna-
tional Expositions, Mr. Priestly
was awarded a medal. He says
during his four visits to the
Orient he has visited all the
Chinese fireworks factories to see
if he could find anything new
to make fireworks about
three thousand years ago, but
appeared to have stopped there.
Although a naturalised American,
Mr. Priestly was born in Sheffield,
England, and gained most of his
experience in fireworks in Eng-
land. Mr. Priestly will person-
ally superintend the display in
Hongkong.

GOING HOME.
Miss Abbott, who was for three
years as Matron of the Kowloon
Isolation Hospital, has just
departed for her home in
London, and it is under-
stood that she will be in the
country for ever.

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FOR.

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

THE JAVA VOLCANIC ERUPTION.

A CURIOUS COINCIDENCE.

Eighteen years ago, Capt. T. A. Mitchell, then of the s.s. Fau-Sang, walked into the Telegraph office and supplied the then editor, Mr. Skercheley, with a graphic account of the eruption of Mount Kloeet in Java, which took place on May 23, 1901. Yesterday, after reading our special telegram of a like disaster which is just reported, caused by the eruption of the same mountain, and which curiously enough, appears to have taken place on the anniversary of the previous upheaval, Capt. Mitchell again visited our office and recalled his visit and account of eighteen years ago. An examination of our files brought to light the following story, which in its details reads almost as though it might have applied to the present disaster.

We have received from Capt. T. A. Mitchell of the Indo-China steamer Fau-Sang, which arrived here on the 13th inst. from Java ports, an account of the recent eruption of Mt. Kloeet in Java, which we reproduce in his own words.

The following is an account of what I witnessed at Samarang, Java a few hours after the eruption of Mount Kloeet which took place between 3 and 4 a.m. on May 23rd, 1901.

Mount Kloeet (5,676 ft., high) lies in the S.E. of Java, and is one of a group of mountains, S.S.W. from Surabaya and distant between 50 and 60 miles. It is E.S.E. from Samarang 150 miles, and consequently during this season of the S.E. monsoon is situated right in the direction from which the wind is blowing. The mountain, although a volcano, has been inactive since 1876; and gave no indication that it intended to favour the inhabitants of this beautiful island with the performance it gave them on the above date.

The residents of Samarang, although 150 miles from the spot, were disturbed from their slumbers about 4 a.m. by the booming sound given forth by the explosions, and knowing full well that it meant, were naturally alarmed, as they were uncertain which of the many volcanoes had broken out. I, who myself heard it from the anchorage, thought it was the firing of heavy cannon for some reason or other; and as we are accustomed to such sounds in Hongkong, and elsewhere, didn't take any further notice of it.

I landed from my steamer at 10.15 a.m. to keep a business appointment at 10.30. What appeared to me to be a heavy rain squall, quite a common occurrence in Java about this time of year) was rising over the land in the S. E. So certain was I that a heavy downpour was imminent, that I hurried to the office where I was due, in order to avoid getting wet, and reached it, just as the whole town was enveloped in the darkest darkness that ever I beheld. So totally dark had it become in a few moments, that one couldn't distinguish the buildings through it, the more so, as the suddenness with which it came on gave no one time to light their lamps; and until the buildings began to show forth their lights everybody had to stand just where they were. I myself groped along the side of the house till I found the door, and had to remain there till a light from within showed me how to proceed. When I entered the office where I was expected, what was my surprise, to find my clothing (a white suit) covered with a thick layer of dust the colour of Portland cement. It would be hyperbolic to state that I was not alarmed, but I soon discovered from the gentlemen I had come to interview, that there

was no immediate cause for such. They had been in telephonic communication with their house at Sourabaya and gave me the facts as far as they knew: which were in short, that Kloeet had broken out at 4 a.m. and that everyone in the regions round about had fled. That this downfall of dust was owing to the wind blowing from the direction of the mountain; and that, as business had come to a standstill, there was no other help for it, but to wait till it passed over.

By this time all the streets were lighted, and strange was the spectacle as beheld from the upper window of the office I was in. Everything was covered as if a heavy fall of snow had passed over the city. Business men were hurrying from their offices with open umbrellas, as if they were shielding themselves from the falling snow, (for in the glare of the electric lights it appeared as such) and natives were rushing hither and thither, presumably to see to the safety of their wives, and children, a scene which was shortly followed by one of desolation, and Samarang at noon, was as still as if it lay shrouded in midnight attire. Not a living creature of any description was to be seen, the birds even taking shelter wherever they could gain admittance. Any thought of returning to my steamer was out of the question (for although the light house, and harbour beacons were lighted, it would have been impossible to see 100 ft. beyond) and as everyone had returned to their homes, I accepted the hospitality of one of the firms, and took shelter with them, with the consolation, that this state of affairs might last one day, and it might last six.

At 1 p.m. the firmament took on a blood red glow, which gave to the scene a most weird appearance, and when at 2 p.m. the sun tried to struggle through, it (the sun) looked like a ball of blue fire. At 2 p.m. it had become sufficiently light for me to find my way to my boat, and afterwards to my ship. Here I found everything covered to a depth of about 3 inches with the cement-like dust, and the people on board busy filling sacks with it. Of course everyone had been in a state of alarm, not having any news of what had happened, and being at a loss to know what might happen. Total darkness, blacker than the darkest starless night, and a heavy fall of dust from 10.30 till 2 in the middle of the day, would be liable to strike awe into the least susceptible mind.

The following day fuller details were received. It appears that in the Crater of Mt. Kloeet an unfathomable lake one mile square exists, and on the eruption taking place this lake was thrown as it were down the Southern slopes of the mountain, and taking the form of liquid boiling mud, careered through the country, taking bridges and houses on the way, reaching a place called Belitar, 14 miles to the South, and Sumbar, 25 miles in a S. W. direction from the summit, inundating the regions it passed through to a depth of 3 ft. The dust cloud which passed over Samarang widened as it travelled, reaching Chilachap on the south coast at 3 p.m. on the 23rd, and 24th; in which latter place it was felt with less effect. It has been estimated that in the regions over which this cloud passed 370 tons of dust fell to the square mile, and as a whole it is calculated, that from 50 to 60 millions of tons of matter of one kind or another was thrown out by the eruption. Over a radius of about 30 miles from the crater a heavy shower of stones fell, varying in dimensions from the size of a man's fist, to that of an ordinary wash hand basin. A piece I have in my possession, picked up about 6 miles from the crater, and said to be a small specimen, weighs about 3 lbs. Judge then, what it must have

WHAT DOES "ELECTRA" COMPRISE?

A COURT ARGUMENT.

The objects of the Obstruction Ordinance were threshed out this morning in Mr. R. E. Lindsell's Court, when the problem, "Is a wooden table an obstruction within the meaning of the Ordinance?" was raised. The case was as follows:—A contractor's firm was summoned by Mr. A. E. Wright, Building Authority, P.W.D., for obstructing a yard in Wing Lok Street by building a fireplace in the yard and placing tables, etc. in it.

Mr. Davidson, who was for the defence, informed Mr. Lindsell that his client was willing to plead guilty to a technical offence in regard to the fireplace but he disputed that the table was an obstruction. The word *electra*, too, was ambiguous and could not mean an offence in any sense of the term. He did not intend to argue on that point, however, but he did not see any reason why a conviction should be recorded.

Mr. Wright said that the section of the Ordinance under which the firm was summoned stated that no obstruction whatever should be placed in an open space. The defendant firm had been asked to remove the obstruction, but no notice was taken by them. He was only pressing for a nominal penalty.

Mr. Davidson stated that his client intended to thresh out the point as regards the table being an obstruction.

The subject offers many opportunities for learned discussion, and Mr. Lindsell consequently adjourned the case until next Monday.

ECHO OF SHANGHAI RIOTS.

Arising out of the Hongkew riots of last year a case has begun in the Court of Consuls, at Shanghai, before Mr. D. Siffert, Consul-General for Belgium, Sir Everard Fraser, K.C.M.G., Consul-General for Great Britain, and Mr. T. Raaschou, Consul-General for Denmark, "in which Suye Harayama, widow of Takashi Harayama, who was killed on July 19, 1918, sued the Shanghai Municipal Council for Tls. 15,000 damages for the death of her husband, which it was alleged was caused by the negligence of the defendants' servants.

been to be bombarded by a shower like this for several hours. I may mention that this shower was not equally distributed; but seemed to be thrown as it were in jets, missing some districts altogether. An old British resident in a letter says:—"I have seen the Kloeet burst 3 times—1848, 1864 and now in 1901. The two former eruptions continued at least two days and nights, this time only 9 hours. I don't think there will be any more for 16 years to come."

Before leaving Java, I heard several accounts given by men who were actually living right on the slopes of the mountain, and who came to Sourabaya after everything was quiet. Their experiences were such that one could only attempt to imagine what they were; but could never thoroughly realize what they must have been. Men, women, and children fleeing from the awful bombardment, and followed by animals of all kinds, wild and tame, which seemed for the time being to have forgotten their sphere in life and followed in silent awe the human beings, as if in acknowledgment of their superior judgment as to the best means of security. Up to the time of my departure from Java 1,000 lives were known to be lost; but it will be some time yet ere a true statement can be made. One gentleman, with his wife and two children, who were hurriedly leaving their residence on one of the estates, were overtaken by the boiling stream. Their carriage was upset, and although the parents escaped for a time, both children were washed away by the flood, and had not been seen again, up to the time I left. The gentleman, I believe, died some days after, and the lady was in a dangerous way from the burns she had received. I had the opportunity of visiting the "scene of operations" if I had felt so inclined, but—well, I'd sooner face a good, honest, old fashioned typhoon, than the possible result of a storm from the nether regions.

NOTICES.

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SHAMEEN NOTES.

(From Our Own Correspondent.)

Shameen, May 26.

The Silk Association of America are furthering their activities in China. It will be remembered that last year a Commission visited the Far East and gave illustrated lectures on the production of silk, handling and dealing with silk in China, and other parts. Mr. Eugene Atwood, the President and Treasurer of the Association, and Mr. Edward E. Bradley, Vice-President, also of the Atwood Machine Co., Stonington, Connecticut, one of the most representative concerns in the U.S.A., engaged in the manufacture of machinery for silk throwing in all its various branches, are now in Canton and staying at the Victoria Hotel. The firm has consistently identified itself with the most progressive elements of the silk industry and has been a member of the Silk Association of America since 1898. Mr. Bradley in years of service, is one of the oldest of members on our present Board of Managers, having been elected to that body in 1906. Mr. Atwood and Mr. Bradley are interested in making a careful study of the silk producing markets in order that they may carry back such information that will help to increase the demand for raw silks in the United States. They are also anxious that the merchants of the Far East should improve the reeling of silk in order that it may be better suited for the market requirements of the world.

Mr. A. Archangelsky, of the Salt Gabelle, Assistant Inspector in Swatow, has arrived in Canton for the taking over of the Inspectorship of the Kwangtung Province, Comte de Broc, who has been Inspector General for the past three years is leaving for France on an eight months vacation. Mr. A. Archangelsky is staying at the Victoria Hotel, it is understood, until such time as he can find suitable quarters, when his family will come to Canton from Swatow.

Mr. and Mrs. J. H. Barton have arrived in Canton in order to take over the post of Harbour Master of that port. The present Harbour Master it is understood is going on leave to England.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

CHURCH-GOER'S COMPLAINT.

Sir,—Every Sunday morning, before the service commences, a gang of soldiers and sailors congregate outside the entrance to St. Joseph's Church, Garden Road, and stare at, and probably pass remarks about, the people going in to Church.

This is very objectionable, and a source of annoyance to many who attend the Church. No doubt the men, do it through ignorance or lack of manners, and it is hoped, for their own sakes, as well as the comfort of others, that they will take this tip.

Enclosing my card,
Yours etc. DECENCY.
Hongkong, May 26, 1919.

DEAFNESS

AND NOISES IN THE HEAD.
Scores of apparently "hopeless" cases have been completely cured by the well known "French Orlene." NOTHING EQUALS THIS SIMPLE REMEDY. Price \$16 per Box. Booklet Free.
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(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S. H.M.T.	leave Hong- kong about	Due Marseilles about	Due London about
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NEURALIA 29th May, 3 p.m. 30th June 8th July

FOR SINGAPORE, COLOMBO & BOMBAY.

DILWARA 31st May 10th June

FOR CALCUTTA via STRAITS & RANGOON.

ARRATOON APCAR Early June 1st & 2nd June.

FOR SHANGHAI & KOBE.

ARRATOON APCAR

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

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CANADIAN PACIFIC

OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPRESS OF ASIA	13 June	30 June
EMPRESS OF JAPAN	25 June	16 July
EMPRESS OF RUSSIA	10 July	28 July
MONTEAGLE	23 July	16 Aug.
EMPRESS OF ASIA	7 Aug.	25 Aug.
EMPRESS OF JAPAN	20 Aug.	10 Sept.
EMPRESS OF RUSSIA	4 Sept.	22 Sept.
MONTEAGLE	27 Sept.	30 Oct.
EMPRESS OF ASIA	2 Oct.	20 Nov.
EMPRESS OF JAPAN	15 Oct.	5 Nov.
EMPRESS OF RUSSIA	30 Oct.	17 Nov.

"FARES HONGKONG TO EUROPE"

EMPRESS OF RUSSIA	Gold \$491.00
EMPRESS OF ASIA	Gold \$436.00
EMPRESS OF JAPAN	Gold \$436.00
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Payable in Local currency at demand rate on New York.

For particulars regarding passage, fares, etc., apply to
P. D. RUTHERFORD, GENERAL AGENT, HONGKONG.

PACIFIC MAIL S.S. CO.

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"ECUADOR," "VENEZUELA" and "COLOMBIA,"

4,000 tons Each.

Hongkong to San Francisco.

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THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA" 18th June.

S.S. "ECUADOR" 16th July.

S.S. "COLOMBIA" 16th July.

These steamers have the most modern equipment including over-

head electric fans and electric lighting ALL LOWER BERTHS &

Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special

care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian

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SHIPPING.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination	Steamer & Displacement	Sails hence
-------------	------------------------	-------------

SHANGHAI, KOBE & YOKO-
HAMA

*Mishima M. (MON. 9th)

*Sado M. (TUES. 17th)

*Nikko Maru (SAT. 21st)

*Aki Maru (SAT. 19th)

*Kaga Maru (FRI. 30th)

*Yokohama M. (SAT. 14th)

LONDON & Antwerp via S'pore,
Penang, Colombo, Suez and
Port Said

*Tango Maru (WED. 25th)

*Tatsuno M. (MON. 26th)

*Kirin M. (TUESDAY, 27th May)

*Kosoku Maru (SATURDAY, 11th June)

CALCUTTA via Singapore, Pen-
ang and Rangoon

*Rangoon M. (WED. 25th)

*Fushimi Maru (SUN. 22nd June, at 11 a.m.)

*Katori Maru (SUN. 13th July, at 11 a.m.)

For further information apply to

NIPPON YUSEN KAISHA

S. YASUDA, Manager.

Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers: Leave Hongkong: 24th May, from Yokohama.

18th June.

24th June.

21st July.

13th Aug.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers: Leave Hongkong: 17th July.

4th Nov.

For further information apply to

T. DAICO, Manager.

KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LIJN

FOR SAN FRANCISCO Direct.

S.S. "SOERAKARTA"

Will be despatched as above on or about

May, 31st, 1919.

For freight apply to:—

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Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

June 14th, 1919. July 2nd, 1919.

AN UNSUBSIDIZED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street, Tel. 1934.

or to REISS & Co., Canton

Hongkong, 10, Apr. 1917.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

or to REISS & Co., Canton

Hongkong, 10, Apr. 1917.

SHIPPING NEWS.

SHIPPING SITUATION.

Tonnage has again been fairly plentiful at Newcastle owing to the inactivity of the mines, from which, in consequence, freights of coal have not been forthcoming to any considerable extent. Any transactions as to loading dates are at owners' risk. Where freights have been accepted the shipowners have secured maximum prices. The freight to London has dropped from 17s. to 15s. for immediate shipments, while that to Gibraltar has risen from 37s. 6d. to 42s. 6d.—Barrat's Bank Review of April.

KOREAN YUSEN KAISHA.

On the 28th of April, the Korean Yusen Kaisha decided to increase its capital to ¥6,000,000 from ¥3,000,000. In the case of the old capital a call of ¥3 has to be made per share in order to pay up the whole sum. One new share will be allotted to each holder of an old share. In regard to the time when the calls will be made it is still under consideration. It is said in this connection that the company has a fair sum in reserve and it is making investigations regarding the development of lines and the purchase of steamers.

MINISTRY OF SHIPPING.

According to the appropriation account of the Ministry of Shipping, the gross expenditure of the Department in 1917-18 was ¥184,771,284, or ¥99,770,184 in excess of the estimate. On the other hand, appropriations in aid, amounting to ¥23,822,615, realised ¥11,177,384 less than was anticipated, and the net deficiency which had to be met out of the vote of credit was ¥110,947,567. In pursuance of directions from the War Cabinet the Shipping Controller, by purchase and by building, acquired merchant vessels at home, in Canada, in the United States, and in Japan.

JAPANESE SHIPBUILDING.

In pre-war times, the supply of shipbuilding steel available for private enterprise at the Yawata Steelworks amounted to about 18,000 tons annually, and a certain quantity was obtainable from the other State steelworks. The supplying capacity has increased since then owing to the extension of the various works. When the projected extension of the Yawata Steelworks for 1919-20 has been completed, the annual output of steel is expected to amount to 700,000 tons. When other extensions under way are taken into consideration the output will show a further increase of ¥40,000 to 50,000 tons. The Mitsubishi and Kawasaki Dockyards are also expected to turn out about 30,000 tons of steel every year in addition. Even this, however, is not sufficient to supply the demand. In such circumstances Japan will have to import from other countries as before, and the extension of home manufacture, unless methods have become more economical, may result chiefly in an additional burden on the taxpayer.

ROYAL MAIL WAR SERVICES.

An official account is published of the services of the Royal Mail Steam Packet Company during the war. Eight R. M. S. P. vessels were hospital ships, and one was lost owing to the dastardly torpedoing of the Asturias while bearing all the distinctions of a Red Cross ship. Six vessels acted as armed merchant cruisers, and it was the Alcantara, comparatively lightly armed, which fought the disguised German raider Grief for twenty minutes in the North Sea before she sank, with colours flying, just before her enemy took the final plunge. Other vessels lost included the Breconshire, while on her maiden voyage. She was a fine new cargo boat of 7,600 tons, was captured and sunk on February 15, 1917. The Radnorshire was sunk later, and the Merionethshire. Many were the fights that took place between R.M.S.P. vessels and German submarines. The Parana and Carmarthenshire, among others, fought particularly brilliant engagements, in each case discomforting the pursuing U boats. The report adds:—Perhaps it may also now be whispered that it is practically certain two of the company's mail steamers each succeeded in sending a German submarine to its doom. In one case, at any rate, the R. M. S. P. captain was placed on the German "black list" for his trouble, and was no doubt intended by the Germans to follow in the wake of Captain Fryatt. By his ingenuity in disguising his ship, however, he counteracted any designs the enemy may have had upon him, and remains alive to tell the tale.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sails
SWATOW & SINGAPORE	Chengtu	28th May at noon.
WEIHAIWEI, C. EFOO, N'OHWANG & T'SIN	Huichow	28th May at noon.
SHANGHAI	Sunning	29th May at noon.
SHANGHAI & TSINGTAO	Kwangse	1st June at 8 p.m.
SWATOW & BANGKOK	Liangchow	3rd June at noon.
MANILA, Cebu & ILOILO	Taming	3rd June at 3 p.m.
SHANGHAI	Sulyang	5th June at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation—midships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tain-tso (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36.

Hongkong May 27, 1919

BUTTERFIELD & SWIRE, Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Tilbodas ... Java ... 26th May ... Java

Tilmanoeck ... Java ... 27th May ... Shanghai

Tiljalap ... Java ... 30th May ... Japan

Tilhwong ... Japan ... 30th May ... Java

"The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

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York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haifan ... A. H. Stewart ... TUES. 27th May at 1 p.m.

Haifong ... J. W. Evans ... FRI. 30th May at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
-----	-----------	----

HAIPHONG via Hoihow Taksang Wed. 28th May at 8 a.m.

MANILA ... Loongsang Fri. 30th May at 3 p.m.

STRAITS & Calcutta ... Fooksang Sat. 31st May at 3 p.m.

SHANGHAI ... Kwongsang Sun. 1st June at 8 p.m.

SHANGHAI ... Choyssang Tues. 3rd June at 8 p.m.

TIENTSIN ... Chipshing Tues. 3rd June at 8 p.m.

MANILA ... Yuensang Fri. 6th June at 3 p.m.

CALCUTTA LINE.—This line is now being reorganised and will shortly afford frequent

regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally

calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and

Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailing approximately every five days between Canton and Shanghai, sometimes

calling at Swatow. Steamers on this line have a limited amount of passenger accommo-

dation, and through tickets can be obtained for Northern and Southern Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Southern Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-

dation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailing approximately weekly for passengers and cargo, calling at Hoihow when

indicated.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 2nd June.
"ANDES MARU" Monday, 14th June. (Call Marseilles).
GENOA & BOMBAY—Monthly service. Takir cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"GANG'S MARU" Monday, 26th May.
"BURMA MARU" Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" 15th June.

BOMBAY & COLOMBO, Regular fortnightly service via S'PORE.
"GANGES MARU" Monday, 6th May.
"BURMA MARU" Monday, 26th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service, calling at AUOK LAND, N. Z. and ADELAIDE.
"NANKING MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEE LUANG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"CANADA MARU" Saturday, 1st June.

HAIPHONG—Three times a month service.
"DAITOKU MARU" Monday, 2nd June.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" Thursday, 5th June

KEELUNG VIA SWATOW AND AMOY
"AMAKUSA MARU" Sunday, 25th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.
For sailing dates and further particulars, please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

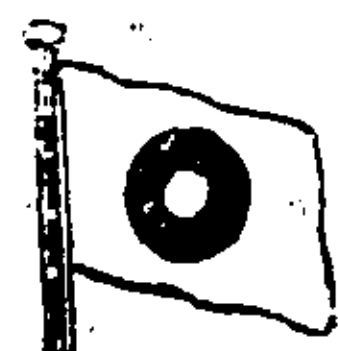
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



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KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U. S. Shipping Board Steamers will be despatched for

SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" About June 15th.

"WEST HEMATITE" August 10th.

For PORTLAND Direct.

"WEST MUNHAM" About June 25th.

"WEST CELINA" August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMERS

SAILING DATE.

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
JAPAN AND COAST PORTS.			
Yokohama	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Swatow and Bangkok	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Swatow, Amoy and Foochow	N.Y.K. Co.	27, May	
Bombay via Ports	N.Y.K. Co.	27, May	
Swatow and Singapore	N.Y.K. Co.	27, May	
Wet, Cfoo, N'chwang & T'sin	N.Y.K. Co.	27, May	
Haiphong via Hoihow	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Japan	N.Y.K. Co.	27, May	
Yanila	N.Y.K. Co.	27, May	
Swatow, Amoy and Foochow	N.Y.K. Co.	27, May	
Java	N.Y.K. Co.	27, May	
Straits and Calcutta	N.Y.K. Co.	27, May	
Shanghai and Tsingtao	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Swatow and Bangkok	N.Y.K. Co.	27, May	
Manila, Cebu and Iloilo	N.Y.K. Co.	27, May	
Tientsin	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Shanghai	N.Y.K. Co.	27, May	
Manila	N.Y.K. Co.	27, May	
Shanghai, Kobe and Yokohama	N.Y.K. Co.	27, May	
Bombay via Ports	N.Y.K. Co.	27, May	
Shanghai, Kobe and Yokohama	N.Y.K. Co.	27, May	
Nagasaki, Kobe and Yokohama	N.Y.K. Co.	27, May	
Calcutta via Ports	N.Y.K. Co.	27, May	

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Berry, Carlton Hotel, from Singapore.

Cafwan, from Paris.

Frank Zech, care Pacific Mail Steamship Agent, from New York.

Invincible, from Glasgow.

J. Voorendonk c/o Dutch Consulate, from Sgravenheage.

Leonard Simpson, passenger Arratoon Apar, from Calcutta.

Lira, from Rangoon.

Pinneo, from Singapore.

Samuels, Hongkong Hotel, from Shanghai.

W. Barbour, Hongkong and Whampoa Dock Co. from Greenock.

J. K. GIBSON,

Superintendent,

Hongkong, May 22, 1919.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Chapsing, from Kobe.

Ashang, from San Francisco.

Yanlinglong Central, from Yokohama.

Chimneisaug Chungfung, from Shanghai.

Paul Loving, Passenger Tenyo Maru, from Yokohama.

Hingwui, from Shanghai.

Liyeuntai, No. 28, Yillstein Street, from Peking.

Burtenshaw, from New York.

Harry Hiers, s.s. Empress of Russia, from Southbening.

Taifookshingai, from Dairen.

Bosbois, from New York.

Wangyung, Kongho Hotel, from Shanghai.

Fungthang, from Yokohama.

Wingchungshing, Winglock Street, from Yokohama.

Tonkiolung, Sixteen Mount, from San Francisco.

Kianguan, from Amoy.

Joochongsing, Robinson Road, from Shanghai.

H. C. CARSTENSEN,

Act. Superintendent,

Hongkong May 23, 1919.

SHIPPING NEWS.

DULL TRAFFIC ON SOUTH-AMERICAN LINE.

With the conclusion of the armistice, the cargo on the South-American line of the Japanese shipping concerns suddenly diminished, and a strike of cargo-workers at Buenos Aires caused shippers to feel uneasy and suspend shipments. The N. Y. K. suspended all extra ships to South America and even regular liners were unable to obtain sufficient cargoes. It seems that there is no immediate prospect of the American line regaining its former bustle. On their outward voyage to South America Japanese ships have only a very limited cargo from Japan. Last September the freightage to South America was at 180 yen, but it fell down to 70-80 yen.

THE N. Y. K. SERVICE.

Commencing with the s.s. Mishima Maru's sailing from London the Nippon Yusen Kaisha resumed their regular fortnightly sailings from Middlesbrough and London. Since May 1917 the mail service has been divided, half the vessels discharging and loading at Liverpool, and half at London, etc., which arrangement was the outcome of representations made by the Ministry of Shipping to relieve the scarcity of tonnage felt at Liverpool. Ever since the outbreak of war in 1914, the N.Y.K. have maintained their regular service between the Far East and this country via Suez and Cape of Good Hope, with only one short interval unavoidably occasioned by the loss of their fine vessel the s.s. Miyazaki Maru, but this loss was quickly replaced, and the regular arrivals and departures continued with almost pre-war precision, other losses not appreciably affecting the regular sailings. This satisfactory result reflects greatly to the credit of Japanese seamanship, and also it must not be forgotten to the organisation and vigilance and generous assistance of the British Navy. From Sept. 30, 1914, up to Sept. 30, 1918, the N.Y.K. arrivals in the United Kingdom totalled 160, and the tonnage of cargoes carried from the Far East to the United Kingdom amounted to 1,182,110 B/L tons, no small contribution to the food, munitions, etc., required by the British nation. The company, during the war lost by enemy action four mail steamers, total gross tonnage 35,637, and one cargo steamer, gross tonnage 7,323, all employed on the European service. From the United Kingdom in the same period the N. Y. K. mail steamer departures to the Far East totalled 101, with 659,004 B/L tons of cargo. Owing to shortage of exports the auxiliary steamers proceeded elsewhere to "load" home. Merchants and shippers have frequently given expression to their satisfaction at the excellent service maintained by the N. Y. K., enabling them during the unavoidable withdrawal of British tonnage, to maintain their trade connections. Commencing with the s.s. Atsuta Maru due in London on June 9, the regular fortnightly call at Antwerp will be resumed after discharging. Steamers will load any export cargo obtainable, and then proceed to Middlesbrough and London.

CONSIGNEES.

NOTICE TO CONSIGNEES.
THE DOLLAR STEAMSHIP LINE.

The Steamship

"HAROLD DOLLAR"

having arrived from Vancouver B. C. via ports, on May 26, 1919, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong & Godown Co., Ltd. and stored at consignee's risk. All broken, chafed and damaged cargo is to be left in the Godowns, until Friday, May 30, 1919, when they will be examined by Messrs. Carmichael & Clarke at 10 a.m. on Friday May 30, 1919. Claims not to be accepted unless cargo is examined by a Surveyor, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after May 30, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR COY. Agents.
Hongkong, 26th May, 1919.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. MISHIMA M. (European Line) left Liverpool for this port via the Suez Canal on the 3rd inst., and is expected here on the 8th June.

The N.Y.K. s.s. KAGA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 20th inst., and is expected here on the 29th inst.

The N.Y.K. s.s. SADO MARU (European Line) left Liverpool for this port via the Suez Canal on the 8th inst., and is expected here on the 16th June.

The American & Manchurian Line s.s. TITAREM from New York, sailed from Singapore on the 23rd instant, and may be expected to arrive at this port on the 29th instant.

The N.Y.K. s.s. KITANO M. (European Line) left London for this port via the Suez Canal on the 17th inst., and is expected here on the 22nd June.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1919.

JIT AND HILL DISTRICT WATER WORKS LEVEL.

Year	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900
Consumption	1,100,000	1,050,000	1,000,000	950,000	900,000	850,000	800,000	750,000	700,000	650,000	600,000	550,000	500,000	450,000	400,000	350,000	300,000	250,000	200,000
Storage	1,200,000	1,150,000	1,100,000	1,050,000	1,000,000	950,000	900,000	850,000	800,000	750,000	700,000	650,000	600,000	550,000	500,000	450,000	400,000	350,000	300,000

Consumption of water in the City and Hill District in millions and decimals of millions during the month of April.

Storage of water in Reservoirs in millions and decimals of millions during the month of April.

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CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

s.s. "BENOLEUC"

From MIDDLESBROUGH, LONDON and STRAITS

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 9th June, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO. Agents.
Hongkong, 26th May, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LIMITED

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"IDOMENEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 26th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

NEURALIA ARRIVES

A VISIT TO THE LINER

The P. and O. s.s. Neuralia arrived in Hongkong this morning from Shanghai, where the vessel has been refitting. It will be remembered that the Neuralia had been used as a hospital ship during the war and consequently considerable alterations had been made for the accommodation of patients, and it was the refitting of the ship for passenger traffic that was undertaken in Shanghai. This work consisted of the fitting up of cabins on the main deck where before existed two hospital wards. These fittings are of a permanent character and a visit to the ship by our representative showed that the berths are quite up to the usual P. and O. first-class standard. On the lower deck, however, where also previously existed two hospital wards and other conveniences in connection with hospital work, there have been erected about 40 temporary cabins, each containing two berths. These berths are not by any means what one would expect for first-class accommodation on a liner in the ordinary way, but, as the passengers state, that is better than not getting any berth at all. The chief disadvantage is, of course the number of passengers accommodated in one cabin, which does not leave very much room after one's personal belongings, which must necessarily be kept in the cabin, have been disposed of. But all take it cheerfully and there is very little grumbling to be heard on that score. On this deck also are erected two spacious baggage rooms and a children's play room. There are signs of the vessel still being under Government control, for there is an orderly room and other apartments not usually included on a P. and O. liner.

The vessel also has on board 40 R. A. M. C. men who accompanied some of the members of the Labour Corps on their return to China. These Medicals are going home in the capacity of waiters and are being paid at the rate of 4s. 6d. per day, with which they seem to be very satisfied. With the exception of one or two temporary structures in the stern, which were used for hospital stores etc. and are now used for general storage purposes, the remaining parts of the vessel have the usual appearance of a passenger steamer. The dining saloon has been redecorated in a very tasteful manner, the scheme being white and gold, and other parts of the first-class accommodation have also been renovated.

The Neuralia is one of the vessels "requisitioned" by the Government to relieve the pressure of passenger accommodation for Britishers who had been compelled to cancel their passages on other boats owing to requisition for repatriation of Germans. In this connection there is considerable feeling amongst the passengers of the Neuralia. They point out that since the vessel was supposed to accommodate British passengers who had been held back for the reason stated, it is not fair that nearly one-third of the accommodation on the Neuralia should have been let to other nationalities. One passenger said that fully that proportion of passengers booked at Shanghai comprised "Swedes, Norwegians, Dutch, French and others. It was further stated that any but a French subject applying for passage at the French Mail offices in Shanghai were told that French nationals must be considered first and no passages for other nationals were available. It is held that the British lines should take the same course.

We learn that about three hundred passengers are leaving by the s.s. Neuralia for home on Thursday.

THE RICE MARKET.

HIGHER PRICES STILL.

There has been another jump in the rice market, mainly because the supplies are growing less. The Siam and Saigon usual quality is selling at \$11 a picul and as regards Siam garden rice it is stated 100 tons could with great difficulty be picked up. There is a better enquiry from America, and the market is expected to go up higher, especially if more enquiries come in.

Mr. C. S. Gubbay was amongst the passengers returning to the Colony, on the s.s. Neuralia, from Shanghai.

FORMER GERMAN U-BOATS.

ARRIVAL IN SINGAPORE.

Of the ex-German submarine handed to the Japanese at Malta, four arrived here on Saturday morning (says the Singapore Free Press of May 20) accompanied by the Japanese cruiser Nishin and the destroyers Kusunoki, Katsura, Kado and Ume. The submarines are the U-55, U-125, U-143 and U-99, having been renamed by the Japanese 03, 01, 07, and 05 respectively. Three more arrived at Penang on the 17th inst. and are expected here in a couple of days. These will be the U-90, U-123 and U-47, which are being escorted by the Japanese destroyers, Matsu, Kashiwa, Sugi, Sakaki and the repair ship Kanton. The whole flotilla will proceed east sometime next week.

Through the courtesy of the Japanese authorities and Lt. Commander Motouchi in charge of the 01 (ex T 125), our representative was very kindly shown over some of the craft and gleaned the following particulars, which may be of interest to our readers. Of the total seven submarines handed over to the Japanese, the U-125 is the largest, built as recently as 1917, with the latest improvements in the engines, being surrendered to the Allies after the armistice without having seen service. She is 269 feet long, having a tonnage of 1450 above water and 1800 below water. Her designed horse power is 2400, while her speed above and below sea level is 12 and 9 knots respectively. As to her armaments she carries a 5.9 inch, 20 feet long, 40 calibre gun with a range of 6 miles. There is a torpedo installation at the front of the vessel, consisting of 4 tubes, each with a capacity of four torpedoes, having a range of 6,000 metres. In the back of the vessel is the minelaying installation, of two tubes with three mines to each.

The vessel is made of two hulls, the inner being made up of three decks, the top, main, and lower. The top deck carries the 5.9 inch gun at the front and the conning tower with two periscopes in the centre. There is a buoy-like contrivance fore and aft to show the place where the vessel is submerged in case of an accident. At the fore part a saw-like steel plane is also attached in order to cut nets, while two steel rafters are strung on each side along the length to make way after having cut the links.

Descending to the main deck, about 14 ft. below, one comes across in order the torpedo room, the officers' quarters, the controlling room, the auxiliary room, the engine room (80 ft. by 14 ft.) the motor room and mine room (now used as men's quarters). The controlling room fitted up with a highly strung gyroscopic compass, made by Anschütz and Co., Kiel, while Krupp's contrivances are in evidence in the engine rooms as well as in the main armour on the top deck.

The third deck is below the officers' quarters and the engine room and contains the batteries and stores. Between the outer and inner hulls are the tanks, some containing fuel, while others are empty and must be filled with water when the vessel submerges. The tanks are controlled by means of handles worked from the inside hull at three valve openings. One opens in the top deck on to the sea and is about two feet in diameter. This is meant for the passage of sea water in and out. The other two openings are one inch and one foot in diameter respectively, and are connected to the inside by small tubes to the motor room. Here air is compressed and when the vessel is to rise to the surface the air is forced through the tubes at the 1 inch valve, and has the effect of forcing out the water and rendering the vessel light, so that it comes up to the surface gradually. The foot diameter opening is used for the escape of the air, preparatory to filling the tanks with water. The vessel rises and sinks more or less in a horizontal line, the incline during both operations not exceeding an angle of 10 degrees. She can submerge to a depth of 50 metres, beyond which it will be attended with danger. The vessel's present complement is 6 officers, 3 warrant officers and 41 men.

Statistics as to the other submarines are as follows:—U 55, 750 tons, two 4.1 inch guns (one fore and aft), carrying 6 torpedo tubes and 12 torpedoes. U B 148, 500 tons, one 3.1 inch gun at fore, 5 torpedo tubes and 10 torpedoes. U C 98, 700 tons, one 4.1 inch gun at fore, 4 tubes and 8 torpedoes, also carrying mine tubes with 18 mines.

SHORTAGE OF SILVER.

U. S. CONSUL'S REPORT.

Mr. George E. Anderson, U. S. Consul General in Hongkong, notes that the shortage of silver is adversely affecting the general trade situation all over China, but its effects are much more serious in some portions of the country than in others. In the interior districts of North and Central China comparatively good crops and general financial conditions have made the demand for the metal increasingly acute. In South China, particularly the districts subsidiary to Hongkong, the demand is felt much less commercially, for despite the fact that the export of silver from Hongkong except for Government account—even for the protection of Hongkong Bank notes—is prohibited the Hongkong bank note issued are always fully protected under the laws of the colony and by the banking policy of the institutions issuing them. In some districts in South China the need of silver has been very acute—for example, in the Kweichow tin mines, where silver for the payment of expenses could only be had from Shanghai at times, and then only on the payment of a considerable premium. In the districts near the Indo-Chinese border there has been continued trouble, due largely to the drain on the stocks of silver in those districts for the benefit of Indo-China. In a general way inter-city trade in the interior has been greatly retarded by a lack of silver, and this has borne particularly heavily upon districts where it was necessary to have silver at any price.

The silver shortage in Hongkong is similar to that in Shanghai in some respects, but because of the sound banking system established under Hongkong legislation the effects are different. Hongkong probably has \$15,300,000 less silver at the present time than at the beginning of the current year, despite the prohibition of exports. Of this difference, about \$2,000,000 is the estimated amount of silver smuggled out of the colony. Some fair-sized shipments of silver have been received by Hongkong banks recently. There is every reason to anticipate that conditions in South China will improve, but high exchange is likely to continue to affect the general import and export trade indefinitely.

PEACE CELEBRATIONS.

SINGAPORE PROPOSALS.

A procession of decorated motor cars, lorries, gharries, rickshas, also decorated lorries containing groups of children representing the British Empire and her Allies, is to be held at Singapore on the Friday afternoon of the Peace Celebrations. The following is a list of the nations to be represented by children together with the names of those responsible for arranging the group:—

The United Kingdom, Miss Buckle.
The British Empire, Raffles Institution.
America, Rev. J. S. Nagle.
Belgium, Mrs. Rupert Manassah.
France, Convent of the Holy Infant Jesus.
Italy, St. Anthony's Convent.
Portugal, St. Anthony's Boys School.
Serbia, St. Joseph's Institution.
India, Dr. Handu.
Japan, The Japanese Consul.
China, Mr. Lim Nee Soon.

The following prizes will be awarded:—

Cup for the best decorated Motor Car. Winner will carry a Red Pennant.
Cash prize for the best decorated Motor Lorry. Winner will carry a Dark Blue Pennant.
Cash prize for the best decorated Motor Lorry. Containing a group of children. Winners will carry a Red and White Pennant.

Cash prize for the best arranged group of children. Winner will carry a Red and Blue Pennant.
Cup for the most original design of decorated Motor Car. Winner will carry a Green Pennant.

Cash prize for the most original design of decorated Motor Lorry. Winner will carry a Yellow Pennant.

Cash prize for the best decorated Gharri. Winner will carry a Black and White Pennant.
Cash prize for the best decorated Ricksha. Winner will carry a light Blue Pennant.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.

H.K. & S. Banks £ 675 sa. 670

Marine Insurances.

Cantons s. \$445 sa. 450
North Chinas b. \$220
Unions s. ex rights \$195
Yangtsze b. \$235
Far Easterns n. \$26

Fire Insurances.

China Fires n. \$141
H. K. Fires b. \$335

Shipping.

Douglases sa. \$90/89 1/2
Steamboats n. 22 1/2
Indos (Pref.) n. \$32
Indos (Def.) s. & sa. 155
Shells n. 200/-
Ferries s. \$36

Refineries.

Sugars s. \$157 1/2
Malabons b. \$34

Mining.

Kailans b. 49/-
Langkats Combined s. t. 19 1/2
Shanghai Loans s. 2 1/4
S'hai Explorations n. 41/-
Raub n. 46/-
Urals n. 46/-

Docks, Wharves, Godowns, &c.
H.K. Wharves s. 90
K. Docks b. \$150 sa. 151
Shai Docks b. \$127
N. Engineerings n. \$24

Lands, Hotels & Buildings.

Centrals b. \$109
H.K. Hotels b. \$99
Land Invest. b. \$111 1/2 sa. 112
H'phreys Est. b. \$8 s. & sa. 8.10
K'loon Lands b. \$46
L. Reclamations n. \$175
West Points b. \$73

Cotton Mills.

Ewos b. t. 245
Kung Yiks n. t. 34
Lau Kung Mows b. t. 172 1/2
Orientals b. t. 88
Shai Cottons b. t. 178
Yangtzepeos b. t. 113 1/2 s. 12

Miscellaneous.

Green Islands s. \$7.60
China Borneos n. \$12 1/2
China L. b. \$5.05 old s. 1.05 new
China Providents sa. \$7 1/2
Dairy Farms n. \$29
H. K. Electric s. \$75
Macao Electric s. \$33
Ropes b. \$31 1/2
Trams, Low Level n. \$7 1/2
Trams, Peak, old b. \$34
Trams, Peak, new b. cts. 85
Laundries b. \$3 1/2
Steel Foundries n. \$12
U. Waterboats b. \$13
Watsons n. \$5 1/2
Wm. Powells b. \$11 1/2
Wiseman's n. \$30

Hongkong, May 27, 1919.

HOME FOOTBALL.

Matches played on April 12th resulted as follows:—

VICTORY CUP.
Hibernians 1 St. Mirren 3

SCOTTISH LEAGUE.
Falkirk 0 Rangers 4
Clydebank 0 Celtic 2
Clyde 0 Morton 2
Hamilton AC 0 Queen's Park 1
Patrick Ths. 2 Motherwell 0
Third Lanark 2 Dumbarton 4

ENGLISH MATCHES.
Blackpool 6 Blackburn R. 1
Bolton Wand. 3 Oldham Ath. 1
Everton 0 Stockport Co. 1
Manchester U. 2 Port Vale 1
Rochdale 0 Bury 1
Southport V. 0 Liverpool 2
Stoke 1 Manches. City 1
Bradford City 0 Huddersfield 0
Leeds City 3 Bradford City 1
Leicester F. 1 Notts Forest 0
Lincoln City 1 Grimsby Town 2
Notts County 1 Birmingham 2
Hull City 0 Coventry City 1
Brentford 5 Fulham 0
West Ham Un. 3 Millwall Ath. 2
Tottenham H. 2 Q.P. Rangers 3
Chelsea 3 Crystal Pal. 0
Clapton Or. 2 Arsenal 2

RUGBY.
Mother Co. 12 South Africa 12

SCOTTISH LEAGUE. Goals.
P. W. L. D. Goals.
Rangers. 32 24 3 5 78 16 53
Celtic 30 22 2 6 59 20 50
Morton 34 18 5 11 76 38 47
Partick 32 16 10 6 59 42 38
Ayr United 33 15 10 8 62 51 38
Kilmarnock 34 14 13 7 61 59 35
Heart of Mid. 31 13 10 8 52 46 34
Motherwell 32 12 10 10 45 39 34
Queen's Park 31 14 12 5 57 53 33
Clydebank 33 12 13 8 51 63 32
Third Lanark 33 11 13 9 60 58 31
St. Mirren 31 9 12 10 36 50 28
Airdrieonians 31 8 13 10 40 47 28
Hamilton 33 10 18 5 45 73 25
Acad. 31 7 16 8 31 52 22
Dumbarton 32 7 19 6 43 67 20
Clyde 33 6 19 8 46 69 20
Hibernians 30 4 24 2 25 83 10

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 31st May, 1919,

commencing at 11 a.m.

at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd.

A Large Quantity of steel and Iron Bars, Round Flat and Square of various sizes.

Terms: Cash on delivery.
Geo. P. LAMMERT, Auctioneer.

NOTICE.

NOTICE TO PASSENGERS S.S. "NEURALIA" TENDERS conveying. Passengers only (no baggage) to this vessel will leave the P. & O. Jetty at 12.30 and 2 p.m. on the 29th inst. BAGGAGE will be received at the P. & O. Jetty between 7 and 10.30 a.m. on the same day. No Baggage can be conveyed on the Passenger Tenders.

MACKINNON MACKENZIE & CO. Agents.

FOR SALE.

FOR SALE:—Indian motor cycle and sidecar. Write Box 180 c/o "Hongkong Telegraph."

DAY BY DAY.

Sir Ellis Kadoorie arrived from Shanghai by the s.s. Neuralia to-day.

According to *Religione e Patria*, the projected pilgrimage to St. John's Island will not take place this month, as the promoter, His Lordship the Bishop of Canton, left for Peking a few days ago.

The palm-leaf raincoat of a Chinese served as a cover for a quantity of rubber which he stole from the Taikoo Docks. Coming out from the Dock gate last night he was searched and arrested by the watchman. He was to-day sent by Mr. R. O. Hutchison to prison for one month.

It looks as if the Indo-China Navigation Company, Limited, will reap rich profit from the present boycott of Japanese wares by the Chinese, as freight for Amoy, Swatow, Saigon, Manila, and Haiphong which used to go to the Japanese is now being diverted to the Indo-China Navigation Company. As to whether this manifestation will be short-lived we will not express any opinion, but it is interesting to record the development.

"The Other Woman," which was screened last night at the Victoria Theatre, is the story of a situation in which the husband finds his home life uncongenial and seeks his amusement outside, with the result eventually he finds another woman who comes to mean more to him than his wife. In life such situations are the cause of many divorces. In this play the other woman sacrifices herself in order to make the wife happy. The production is beautifully photographed and staged and grips the attention throughout. A matinee is being held on Thursday.

Two Chinese students of St. Stephen's College were charged before Mr. R. E. Lindsell to-day with stealing plants from the Botanical Gardens and offering bribes for their freedom. Lt.-Col. Chapman, Acting Superintendent of the Botanical Department, said that the defendants, with another boy who had escaped, were caught plucking flowers by a watchman. It was discovered that a plant was missing and the suggestion was that it had been stolen by the boy who escaped. The case was remanded until June 5th, on the application of Mr. C. Bulmer Johnson. Bail in the sums of \$500 and \$100 respectively was allowed.

JUST LANDED, A SHIPMENT OF ESCOFFIER'S SAUCES



Sauce Robert for Meats & Poultry.

Sauce Diable for Grilled Fish.

DERBY SAUCE, THE FINEST ENGLISH TABLE SAUCE FOR FISH, MEAT, POULTRY AND GAME.

Obtainable at LANE, CRAWFORD & CO., FRENCH STORE; & LEADING STORES.

Wholesale Agents: FLOQUET & KNOTH.

Sole Agents: **Studebaker** Tel. No. 1913.
THE CONNAUGHT MOTOR CAR COMPANY, 28, Des Voeux Rd. Central. G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shaukiwan. Office-4 Queen's Road Central

THE BREEZY GARAGE

FOR COMPLETE SATISFACTION SUMMER is HERE

CARS FOR HIRE. Chandler, 7 Passenger: \$8.00 per hour. Hudson Super Six: 7.00. Oakland: 6.00. WEEKLY & MONTHLY TRIPS CAN BE ARRANGED.

TEL. 2499 A LARGE STOCK OF GUDDIRICH & GOODYEAR TYRE & TUBES SIZES 24 x 4 & 32 x 4 HAVE ARRIVED. TEL. 2499

SUMMER REQUISITES.

Improved Talcum Powder

Lavender, Violet, Lilac, Carnation. 1 lb tins \$1.00

Victoria Prickly Heat Lotion

The only Safe and Certain Cure. 50 cts and \$1.00 per bottle.

Victoria Prickly Heat Powder

Gives immediate relief. 50 cts and \$1.00 per tin.

THE VICTORIA DISPENSARY

32, Queen's Road Central. Telephone 298.

EARLIER TELEGRAMS

MAJOR HAWKER

In the House of Commons, May 26. Mr. Macnamara, replying to Mr. Keenworthy, said that destroyers and other smaller vessels were stationed off the south-west of Ireland before the airman Hawker started. No steps were taken before the announcement of the flight to deal with a situation which might have arisen any time during the past few weeks, but yesterday eleven trawlers were at sea off the west of Ireland and carrying out a sweep south-west of Blacksod Bay. When the news of the beginning of the flight was received, all possible steps were taken, on the assumption that Hawker was approaching. Yesterday afternoon all the vessels in the Irish command were ordered to proceed to sea as a precautionary measure. Two destroyers, one sloop, one patrol boat, three paddle vessels and two tugs were subsequently employed in the search. These vessels were still searching off the west coast.

Explaining the origin of the report that Hawker fell in the sea forty miles off the Irish coast, Mr. Macnamara said the Admiralty at Queenstown received a wireless from the Castle town wireless station which received it from a French station, that a Sopwith machine was down. It was presumed that the French station intercepted in fragmentary form and misconstrued the Admiral's order to a ship.

General Seely stated there was no news of Hawker till 3.40.

A message from the Admiral at Queenstown at 2.5 last evening received by the Air Ministry says the Castle town wireless station notifies a report that Major Hawker descended in the sea. The message is considered unreliable. Naval Headquarters at Queenstown questioned at eleven in the evening by the "Daily Mail" correspondent said that no wireless had been received and even the most sensitive wireless at Balgobun had received no message. The Admiralty at London was still investigating the mystery at midnight.

The position this morning regarding Major Hawker we grieve can be summed up in "No news: utmost anxiety." A series of messages from Ireland yesterday circumstantially locating Hawker at various stages of the journey raised hopes to the highest and when the Admiralty announced late in the evening that the machine descended in the sea forty miles from the mouth of the Shannon disappointment that the airman had just missed their goal was mingled with relief that the airman were probably safe. Hope of their safety was practically extinguished early in the morning when the Admiralty announced its previous report was unreliable and unofficial messages from Queenstown showed there had never been wireless communication from the aeroplane. Public interest and anxiety in the flight is intense. The King caused enquiries to be made at the Air Ministry yesterday. Mrs. Hawker beflagged her house at Surbiton and went to Brooklands in the afternoon and joined the crowd, hoping that Major Hawker would land there.

St. John's May 19. Raynham has ordered another engine for his machine which is to be rebuilt within four weeks. He is using Mount Pearl instead of Qui di Vidi. Admiral Kerr says that the preparations at Handley-Page aerodrome at Harborough are two days ahead of schedule. Captain Alcock's Vicker's machine is expected this week. He is using the Handley-Page aerodrome. Major Partridge has been instructed not to make further contracts for Colonel Potes flying boat. It is expected that a big British airship will shortly attempt the flight from England direct to New York.

New York, May 29. The Naval Department report that N. C. 3 is seven miles north of Pontdelgada and proceeding thither under her own power.

New York, May 29. N. C. 3 has arrived at Pontdelgada. The crew is safe. The wings are damaged and the machine is now definitely out of the Trans-Atlantic flight.

N. C. 4 has left Horta. N. C. 4 started at 12.40 this afternoon Greenwich time.

Paris, May 19. Though the great merit of having crossed the Atlantic belongs to Americans one must remember that French aviators have had the largest share in perfecting flying machines.

GENERAL PERSHING'S VISIT TO LONDON.

London, May 19. The War Office announces that General Pershing accompanied by several American Generals arrives in London on May 22 as the nation's guest. He will be suitably met at Dover and proceed by special train to Victoria where he will be received by a Guard of Honour and will drive through London. A programme has been arranged for May 23. A full American regiment is marching through London. On May 24 His Majesty will take the salute at Buckingham Palace. General Pershing will be at the Palace to watch the troops pass.

London, May 20. The War Office states that owing to the uncertainty of the German attitude with regard to the peace terms and the military situation arising therefrom it is impossible for General Pershing to leave France at present. His visit to London has been postponed indefinitely.

ASIA MINOR IN THE BALANCE.

Paris, May 17. Most probably there will be no treaty with Turkey on the ground that Turkey has ceased to exist as a state. Asia Minor will probably be given in part to the Greeks while France and Italy will receive a mandate to administer the remainder. France will have as her zone of influence Syria. —Havas.

Paris, May 19. After the partition of Turkey had been decided upon the Council of Four was reminded that India had been promised that there would be no humiliation of Islam in the person of the Sultan. Reconsideration of the question is now in view.

EARLIER TELEGRAMS

THE FUTURE OF FIUME.

Paris, May 17. The decision of the Peace Conference on the question of Fiume may be announced to-day. French circles are deeply interested in the future satisfactory solution of the Adriatic problem as the whole of the French people sees in Italy the basis of the French future politics. —Havas.

Paris, May 18. Great optimism prevails in Italian circles concerning the arrangement framed by Jugo-Slav and Italian experts and that the solution will be accepted unreservedly by the Council of Four.

PEACE POUHPARLERS WITH AUSTRIA.

Paris, May 18. The exchange of credentials, between the Allies and the Austrians will take place on Monday at Saint German in Laye. M. Jules Cambon presiding and Baron Matsui representing Japan.

The signature of peace with Germany and Austria probably will end the work of the peace plenipotentiaries at Paris. The peace with Bulgaria is to be settled at Salonica.

Paris, May 19. The ninth note sent to the Peace Conference by the German delegation deals with the suppression of German religious missions abroad, especially in China.

FATAL ACCIDENT TO FRENCH ZIONIST.

London, May 20. The "Times" Paris correspondent says the passenger who perished in the capsizing of a British aeroplane at Boulogne harbour on May 17 was Mr. Aaronson the Zionist Leader.

GLORIFYING JEAN D'ARC.

Paris, May 19. A great parade took place in Paris in glorification of Jean d'Arc. Among the sixty organizations were girls from Alsace-Lorraine, delegates from the Sarre Valley and Polish officers of the French army, and navy veterans, the procession being two miles long.

BRITISH GARRISONS IN SYRIA.

Paris, May 18. The relief of British garrisons in Syria by French troops is now under discussion.

ALLIED FORCES IN SMYRNA.

Paris, May 18. Allied forces have landed at Smyrna. French troops are occupying the forts and Hellenic troops are billeted in the principal quarters of the city. British and Italian contingents occupy certain points in the environs.

HOME CRICKET.

London, May 20. Lancashire beat Derbyshire by ten wickets.

JAPAN AND KIAOCHAU.

Paris, May 19. Eugene Chen who is attached to the Chinese Peace Delegation has declared China had not voluntarily leased Kiaochau to Germany. The restoration of Kiaochau to China with retention by Japan of the area dominating it would be the restoration of the shadow and retention of the substance. Japan becomes real a figure of conquest disguised as an economic concessionaire.

A POLISH SUCCESS.

London, May 20. A message from Warsaw says the Poles have captured Nikolaiexsk and forced the crossing of the Dniester. The enemy is fleeing precipitately.

ALLIES' WORK IN SOUTH RUSSIA.

London, May 20. Reuter learns that the Allies are rendering General Denikine most valuable assistance in South Russia. Britain is completely equipping a quarter of a million men with arms and guns. The first consignment has already arrived.

FRENCH NEWS AND VIEWS.

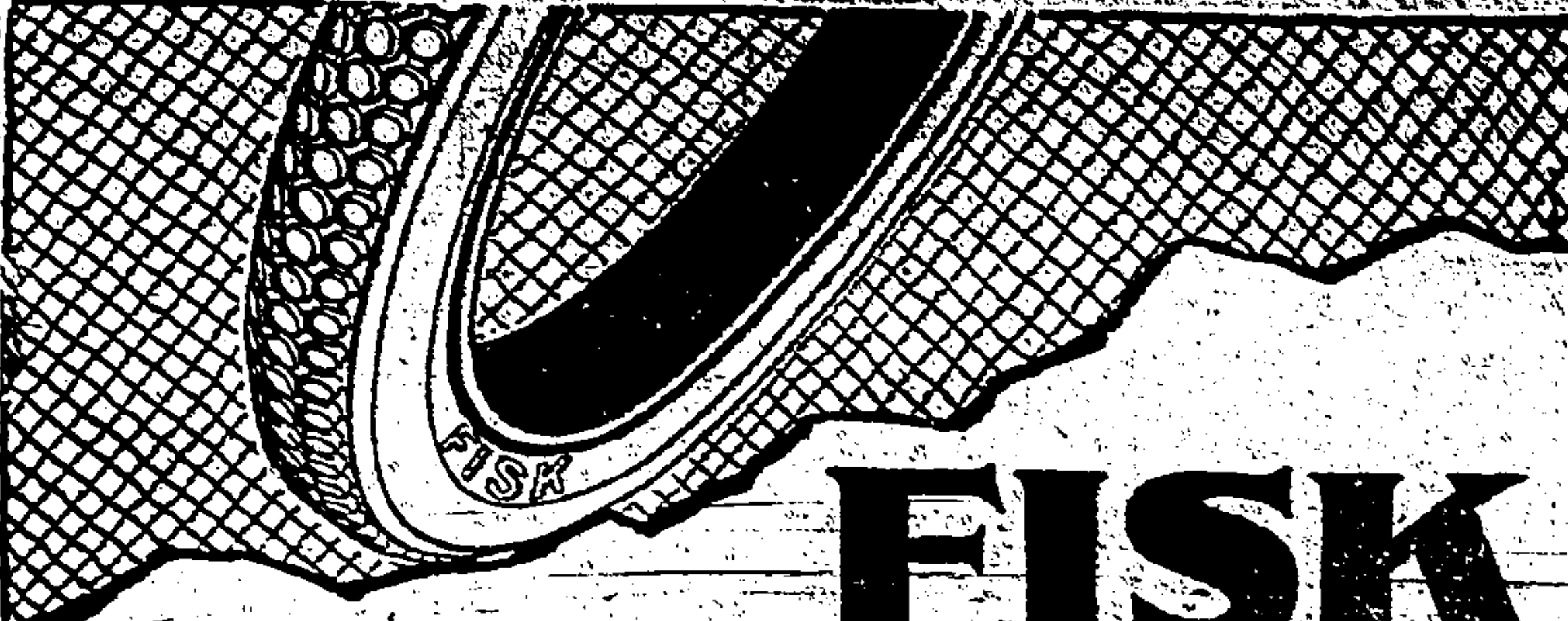
Paris, May 17. An agreement in principle has been reached in Paris in the bank strike and the clerks are expected to return to work on Monday. —Havas.

Paris, May 19. By 136,870 to 106,638 French railway workers have rejected the all or nothing policy in industrial strife, deciding in favour of revolution by stages.

Paris, May 18. American circles believe the United States Senate will approve of the projected agreement for immediate military aid to France in the event of Germany attacking her.

Paris, May 17. The Paris bourse tone is strong. French renters are firm, there are slight advances in Russian and Turkish stocks while shipping and oil shares are in demand. —Havas.

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DANGEROUS WALL PAPER.

A Danish doctor, lecturing in London, declared that the use of arsenic in wall paper for rooms was a danger in a very peculiar way. The arsenic became absorbed in the human system. It created irritability, a person under its influence could not remain quiet, became anxious, and showed certain fear of death. Medical treatment for nervousness was the usual consequence, and all the time the patient was suffering from arsenic contained in the paper on the wall.

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